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Vol.29 No.5 Spring 2023

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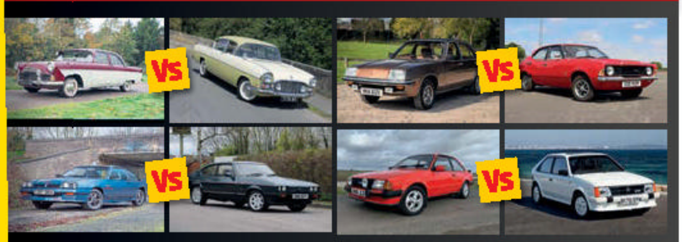

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**1965 DAIMLER 250 V8**. Complete restoration to a very high standard. This stunning Daimler is finished in unmarked Old English White, the interior is Jaguar/Daimler old red with the seats being original hide, with very light patina. New carpets and new headlining. All the wood veneers have been restored to a very high standard. The car has recently won several awards at classic car shows. If you are looking for a Daimler 250 and only want the best, don't miss this one ..........................**£34,995**

**1966 JAGUAR MK10 4.2 AUTO.** Finished in Opalescent Blue with Dark Blue Hide and excellent Walnut Veneers. Only 3 owners from new and 58,000 miles. Restored in the nineties and very light use since. Comes with original sale brochure, original log book, original book pack and hand books etc. MOT's dating back to 1991 and complete tool kit. Stunning looking car. . ..................................................**£24,995**

**1974 ROVER 3500S MANUAL V8.** Arctic White with unmarked original Ebony Trim and Ebony Vinyl roof. 65,000 miles and now fully recommissioned ready for the road/shows etc. Large amount of time and money was invested in recommissioning the car. With the original purchase invoice, all original books in the original wallet, old MOT's until 1980 when it was last on the road, even has the Rover Colour chart from 1971. Must be one of the best original un-welded examples in existence. ..................**£21,995**

**1982 MGB LE ROADSTER 33,000 MILES** One of only 1000 LE's built, 520 were GT's and 480 Roadsters. Finished in Bronze Metallic. One of 2 purchased by twin brothers, extras fitted from new including radio cassette, boot racks and unusually opted front and rear side markers. We do have both cars for sale. One owner car with extensive service history with original book pack and service book.................................................**£19,995**

**1984 BMW 316 AUTO E30 COUPÉ ONLY 14,000 MILES.** Finished in immaculate Henna red with unmarked grey trim. Comes with original white BMW wallet with handbook, service book, services invoices and 2 sets of keys. Spare wheel, jack and tool kit all unused. Arare opportunity to acquire an original BMW E30 with incredibly low mileage and one family owned....**£18,995**

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**1946 ROVER 12.** This lovely Rover P2 was chauffeur driven for the first 13 years of its life then owned by the chauffeur until 1974 then it was sold to the grandson of the original owner who registered it in Jersey until 2007. Finished in factory Black with what looks to be original Brown Leather. Outstanding condition for a 76 year old car, one of the most original and genuine P2's you will find with excellent providence. A fine investment. **........................... £15,995**

**2003 PORSCHE BOXSTER 3.2 S TIPTRONIC S.** OImmaculate Arctic Silver with Black Leather Sports Seats and Black electric Hood. Fitted with a very expensive body kit consisting of Rear Boot Spoiler, Side Skirts, Front and Rear Bumpers all by Lindbrook Porsche. Climate Control, Cruise Control, Rear Park Assist, Porsche CDR 23 Audio System, with 6 speed Tiptronic gearbox. Only 2 owners from new and just turned 60,000 miles... ...................................... **£15,995**

**1997 MERCEDES-BENZ SLK 230 KOMPRESSOR *ONLY 15,000 MILES*** Immaculate Yellowstone with unmarked Black Leather. 5 speed automatic, carbon fibre design facia, Blaupunkt Radio/Cassette, electric windows and cruise control. Originalbook pack, service book, first aid kit, original spare wheel and every MOT from 3 years old. Only two owners. Immaculate condition throughout. Collector quality car an ideal show car or museum exhibit. Best on the market. ...............................**£14,995**

**1985 JAGUAR XJ SC 3.6 MANUAL**. Finished in Claret with doeskin leather, last owner since 2008. Extensive history file, 16 service stamps and MOT's dating back to 2008. Only 96,000 miles in 36 years and looks like a 40,000-mile car. Extensive history shows how well this car has been looked after. Getting very rare. Excellent value rarest of all XJS cars, sound investment these are the only 2-year production. Highly recommended ...........................................................................**£14,995**

**2015 MINI COUNTRYMAN JCW ALL 4 JOHN COOPER WORKS PETROL.** Finished in immaculate Metallic White/Chilli Red roof with Black leather piped Red. Specifications include climate control, chilli pack darkened rear glass, black headlight reflectors, heated seats, 4 wheel drive, 20 inch cross spoke alloys, radio visual boost, bi-xenon headlamps and mood lighting interior. Only two owners and 69,000 miles with a full service history. Excellent example, not many for sale. ............ **£12,995**

**1979 MGB GT.** This stunning MGB GT is finished in immaculate Black with Grey striped trim. Purchased by its previous owner at 15,000 miles in 1981. Now covered ONLY 37,000 genuine miles with service history and MOTs to warrant the low mileage. Comes with all original documents, the service book and the handbook in the British Leyland blue wallet. Original car, never been or needed any restoration....................................... **£12,995**

**1986 AUSTIN METRO CITY 1.0 ONLY 3,200 MILES.** Finished in original white Diamond white with Brown/Beige trim. Totally original apart from a new exhaust system. Serviced at 999 miles and 2,505 miles. MOTs from 1989, 1990, 1991 and 1992. With a recent MOT carried out by ourselves on the 1st Nov 22. With all original books, unused spare wheel and tools. An incredible opportunity must be the best in existence. Would credit any collection or museum......................**£12,995**

**1996 VW TRANSPORTER CARAVELLE**. Finished in Snowberry White and Baby Blue an exciting opportunity to purchase a VW dayvan, restored lovingly by Practical Classics Magazine. On "you tube" Practical Classics fixing up in association with Amazon. Drives very well and looks beautiful. Unique furniture including a rock and roll bed and illuminated cosmic headlining. 1.9 Diesel engine with 12 months MOT and ready for next summer getaways *£1000.00 will be donated to Practical Classics for their chosen charitries* ...**£10,995**

**2002 BMW 520I ES SE AUTO.** Finished in immaculate Titanium Silver with Full Black Leather. Very rare being the E5 model only 64,000 miles with 7 Hexagon Service Stamps and one main dealer. Full Leather, Electric Sunroof, Climate Control, Split Rim Alloys and BMW Business Entertainment System. With original Books and Service Book in the leather BMW wallet and 2 sets of keys. 3 former keepers a very well looked after original example.. ................................ **£8,495**

**2009 SAAB 9.3 1.8 PETROL ENGINE** Finished in immaculate Snow Silver with Black/Grey interior and Black Electrical Hood. With climate control, Radio/ CD Player and cruise control. Full service history and 89,000 miles. Comes with all original books, including a service book with 6 service stamps and a spare key. Stunning car ready to be enjoyed......................**£6,995**

**1997 MERCEDES SLK 230 KOMPRESSOR AUTO.** ONLY 33,000 miles. Finished in immaculate Yellowstone with unmarked Black leather. Carbon Fibre design Facia, electric windows, cruise control upgraded music system. Comes with a selection of MOTs original book pack containing owners manual, service book, radio codes and data card. With 2 sets of keys. Lovely competitively priced car. .. ................................. **£6,295**

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# END OF AN ERA

It's a fact of life that all good things must come to an end eventually. Ford's domination of the passenger car market and its long-running battle with Vauxhall is one such example, and it's one that inspired the theme of this issue. Sadly, another is this very publication, for this will be the final issue of *Classic Car Mart*.

The title has certainly had an enviable run, first hitting the newsstand in 1993 and remaining there for three decades. So why is it coming to an end? Well, print has endured challenges since the pandemic for various reasons, and we've had a rethink of the Kelsey portfolio to ensure we can bring you the best and most engaging classic car content.

As well as our one-make titles, you'll be able to get your fix via *Classics Monthly, Future Classics* and *Classic Car Buyer*, plus our *Classics World* website, social media and YouTube channel.

On a personal note, I'll be taking the reins at *Classic Car Buyer*, where I hope to continue the good work of departing editor Paul Guinness, as well as making regular contributions to our various digital channels. With any luck I'll also be able to find the time to complete my personal restoration projects, one of which you can read about on page 64.

Of course, I can't sign off without a huge thanks to all those who have supported the magazine, not just during my short but enjoyable time at the helm, but over the last 30 years. We've got lots of fond memories, but also lots of plans, and we hope you'll join us for the ride. In the meantime, enjoy the final issue.

**Jeff Ruggles,**
Editor

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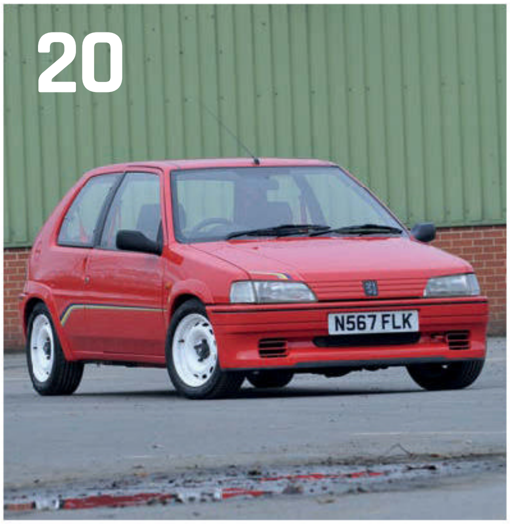

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# PLUGS&LEADS

Check out loads more news at WWW.CLASSICS-WORLD.CO.UK

## EXPERTS URGE CAUTION OVER CLASSIC 'FAST FORD' VALUES

No parking at anytime

Despite a top-end guide of £180,000, this Sierra RS500 achieved £596,250 including fees.

Classic car specialists are urging caution over the values of older Fords following the world record-breaking sale of a 1987 Ford Sierra Cosworth RS500 last month. Market experts suggest the auction, which ended at £596,250 including fees, is not representative of the current climate for collectable Fords – and are encouraging enthusiasts wanting to cash in on their Blue Ovals to be realistic in their expectations.

The immaculate Sierra has been likened to the sale of a 1985 Ford Escort RS Turbo Series 1 first owned by the late Diana, Princess of Wales, which sold for an astonishing £722,500 in August 2022. However, both were very special cars, and thus are deemed special cases.

Referring to the RS500, Hagerty's market expert John Mayhead commented: "This was what our valuations team calls an 'outlier' – cars that sell for much more than is really rational, and would probably not be worth that much if sold again tomorrow. On that day, the planets aligned and two people just decided that they were going home with that car, whatever the cost."

During the same February sale, a 10,730-mile 1990 Ford Sierra Sapphire RS Cosworth 4x4 sold for a staggering £109,125. However, another 1990 RS Cosworth 4x4 showing 52,000 miles achieved £31,542– a difference of more than £77,000. And those two results on the same day, in the same auction room, underline why Ford enthusiasts should keep their feet on the ground.

"There will always be occasional cars that exceed their top estimate at auction by a very sizeable margin for no logical reason, and these are not an accurate reflection of the generic values of a particular model," explained Michael Hodges of Historics auctioneers. "Such is the sheer volume of cars for sale that only the best, in terms of mileage, quality, originality, TLC, restoration standard and known history, will command top prices at auction."

James Wray-Brayshaw at WB & Sons takes a similar view: "I think we're getting to the point where the very high quality classic Fords will keep rising in value, but they will start to leave the modified, or less than pristine cars, behind. In fact, they are already flattening out as the next generation of classics start to come through – Sierras are being replaced by the Mk1 Focus RS, and even the Racing Puma is on the up."

## VW FESTIVAL TICKETS

Tickets for the three-day VW Bus Festival in Germany are now on sale. The official event – Bulli Festival 2023 – takes place on June 23–25 at Hanover, with Volkswagen Commercial Vehicles expecting in the region of 6000 vehicles and around 60,000 visitors.

A packed programme throughout the long weekend includes activities, concerts and prizes. Tickets start at 10 Euros at can be ordered via vw-bus-festival-2023.de.

**MORE CLASSIC NEWS IN CLASSIC CAR BUYER ON SALE EVERY WEDNESDAY**

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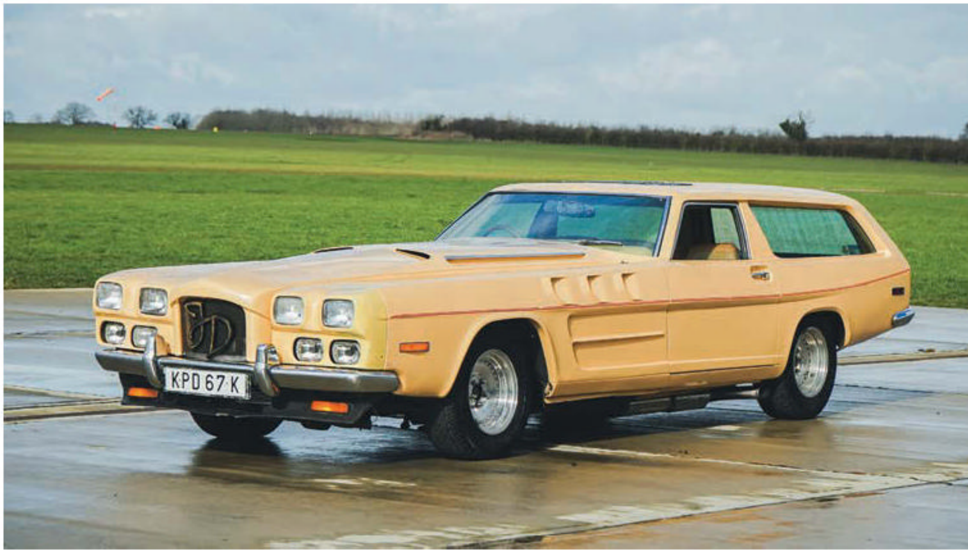
# 'THE BEAST' SELLS FOR £72,500



The famous Merlin-engined one-off completed by engineer John Dodd in the 1970s, as featured in the Tailgate column back in our February issue, has changed hands for £72,500 in an online auction.

The unique vehicle, known as 'The Beast' and powered by a 27-litre Merlin V12 (the same unit found in the Spitfire fighter plane), is said to produce around 750bhp at the flywheel, with 760lb.ft of torque. The 19ft-long creation was driven to a top speed of 183mph in 1973, and was named the world's most powerful car four years later by the Guinness Book of World Records.

'The Beast' started life in 1966 as a rolling chassis built by Paul Jameson, and was originally powered by a 27-litre Rolls-Royce Meteor engine. Dodd, who passed away in December at the age of 90, built the custom 'step-up' GM Turbo 400 three-speed automatic transmission in period for Jameson, and later acquired the car himself, cloaking it in a cartoonish, Capri-esque glassfibre body and registering it for the road in 1972. It was later damaged in a fire, but Dodd elected to rebuild it with the Merlin engine and a new body, which wore a Rolls-Royce grille as before.

The car is still listed on its V5 Registration Document as a Rolls-Royce, but the grille is long gone after the manufacturer objected and subsequently took Dodd to court. Rolls-Royce won the case and Dodd eventually redesigned the front end.

Offered for sale by online auction website, Car & Classic, the unique machine attracted a total of 60 bids and huge levels of interest before hitting its final sale price.

## IMP'S 60TH CELEBRATIONS

The Imp Club has announced its plans for the car's 60th anniversary celebrations later this month, which will be based at the Broadstreet Rugby Club, Binley Woods, Coventry from midday on Thursday, April 27 through to Monday, May 1.

The action-packed few days will include a club track day at the Curborough Sprint Course on the Friday, while the Saturday will see club members paying a visit to the Coventry Transport Museum, with a display of Imps on Millennium Place in front of the museum. The Sunday involves a drive to The Great British Car Journey museum in Derbyshire (around 70 miles away), before heading back to Coventry for the night.

For further details of the activities planned to mark 60 years of the Hillman Imp family, head online to theimpclub.co.uk/imp-60.

# CAINE'S CLASSIC HITS £135,000

A 1968 Rolls-Royce once owned by Sir Michael Caine has sold at auction with H&H for £135,000. The Silver Shadow Drophead Coupe was the actor's first car, purchased for £10,511 when he was 35 years old – that's almost £148,000 adjusted for inflation today.

Famously, the actor was driven in the car by a chauffeur because he did not hold a driving licence, and it appeared in a 1969 documentary called Candid Caine: A Self-Portrait of Michael Caine. He sold the car to Jack Leach of the famous Gasworks restaurant in Fulham, who kept it in his care for 43 years until his death in 2013.

The Rolls-Royce, which was guided at £100,000-£150,000, sold to a telephone bidder. The auction's top performer, however, was a 1923 Bentley 3 Litre Tourer, a former Brooklands race winner that sold for £157,500. To see the other results, visit handh.co.uk.

## CLASSIC CROSSWORD 210

### Clues Across

**1** Old German marque - part of the Borgward group (5)
**4** The Frank who co-founded sports car firm Marcos (6)
**7** Around which a wheel rotates (4)
**8** The Peter who once owned TVR (7)
9 Mazda 121-based Kia model (5)
**10** Long-running FSO model (7)
**13** Badge-engineered Minis (5,4)
**16** Matra Bagheera successors (7)
**17** Marque behind the SD1 (5)
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**21** _ Chevaux, the Citroen 2CV (4)
**22** See 23 across
**23 & 22 across** Collective name for Ford's Zephyr, Zodiac and Mk2 Consul (5,6)

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**1** _ cars, Rolls-Royce are synonymous with such vehicles (6)
**2** Gearbox option (9)
**3** 'Silver' post-WWII Rolls Royce model (4)
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**5** Long-wheelbase saloon in Mercedes-Benz's 300 range (3)
**6** Country where the Sabra Sport was made (6)
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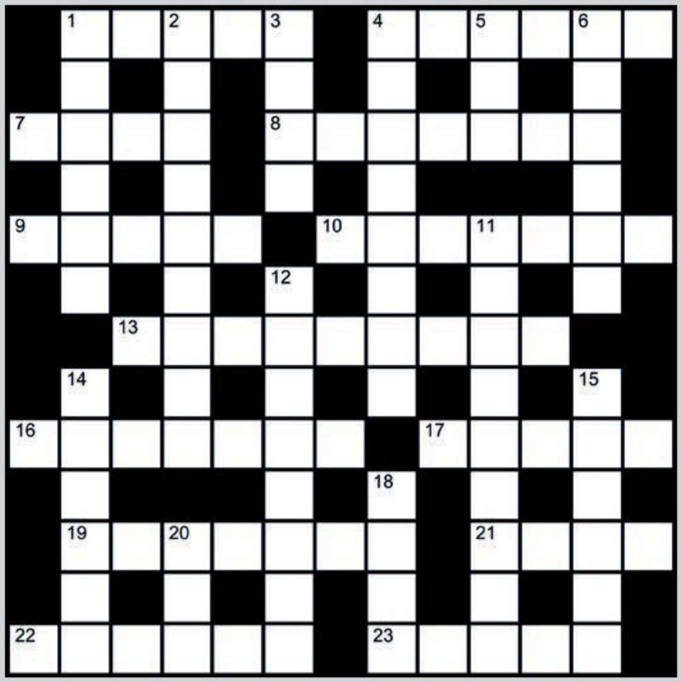
**15** A superior trim option on many classic cars (6)
**18** The TVR Vixen's Ford power plant (4)
**20** Riley roadster released in 1948 (3)



### ANSWERS TO CROSSWORD 209

**Across 5.** Ariane **6.** Diablo **9.** Fiat Croma **10.** NSU **11.** Spin **13.** Corollas **15.** Maverick **16.** Lynx **19.** LSD **20.** Ferdinand **22.** Urraco **23.** G-Class
**Down 1.** Visa **2.** Knock **3.** Figaros **4.** Vogues **5.** Alfas **7.** Bentley **8.** Donor cars **12.** Invader **14.** Prefect **15.** Melkus **17.** Xedos **18.** Simca **21.** Adam

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# RISING THREAT OF ONLINE CLASSIC SALES SCAMS

Classic car buyers are being warned to be extra vigilant against a rise in fraudsters seeking to cheat consumers who are purchasing or selling cars privately online.

According to Close Brothers Motor Finance, one in 10 British motorists has fallen victim to fraud when purchasing a car, with younger drivers most at risk. Around a quarter of car buyers aged 24 or under say they have suffered at the hands of scammers, with our increasing reliance on the internet providing greater opportunities for criminals to strike.

The data is supported by the experience of former *CCM* editor Paul Wager, whose 18-year-old son, Joe, recently offered a modern-classic BMW 3 Series for sale online. “Joe received emails offering to buy the car without even looking at it,” Paul explains. "One claimed to be from a disabled man in a wheelchair, buying it as a surprise for his daughter, and unable to inspect or test drive the car. He requested to make payment via PayPal, and claimed a third-party transport firm would handle the documents and collection. The scam appeared to be that we had to pay the transport firm directly and he would reimburse us.

“Research suggests that the fraudster claims to have paid for the car by a fictitious ‘PayPal direct’ method which ‘won’t show up in your account immediately’. If you pay the equally fictitious transport firm, you’ll never see the money again. Since the transport firm doesn’t exist, you won’t lose the car, but you could easily be several hundred pounds out of pocket.”

According to Action Fraud, the UK’s reporting centre for fraud and cybercrime, there were nearly 3000 reports of online vehicle fraud in 2021 – a rise of 21 per cent over 2019 figures. Recently, South Yorkshire Police arrested six people in connection with a major scam that saw vehicles advertised at reduced prices, with the criminals keeping any money involved and leaving buyers empty handed.

Our advice is to be suspicious of classic cars priced lower than market value, and never send money for a car that you haven’t seen, including for deposits. Always meet sellers at their home address, and ensure that all documentation and chassis numbers tally correctly.

Sellers, meanwhile, should be wary of buyers offering to send money before they've organised a viewing. Do not accept a personal cheque, nor engage in complex arrangements for payments above the asking price, including for delivery charges. Scammers will often pressure sellers to accept funds via unsecured methods.

## 100TH EDITION BOWLER

Bowler has revealed its latest exclusive Defender, the 100th Edition, to commemorate the firm’s 100th full conversion of a Defender 90. The one-of-a-kind machine includes several bespoke features over and above Bowler’s typical spec of its Fast Road Conversion package, which incorporates upgrades to power, suspension, brakes and wheels.

The 100th Edition model debuts Bowler’s new signature headlight surrounds, Corris Grey body protection pack, roll-over protection, a relocated spare wheel, bespoke graphics and specially commissioned badging. Built on the same lighter-weight 90 hardtop derivative as Bowler’s original Defender Challenge cars, the 100th Edition 90 is priced at £93,600.

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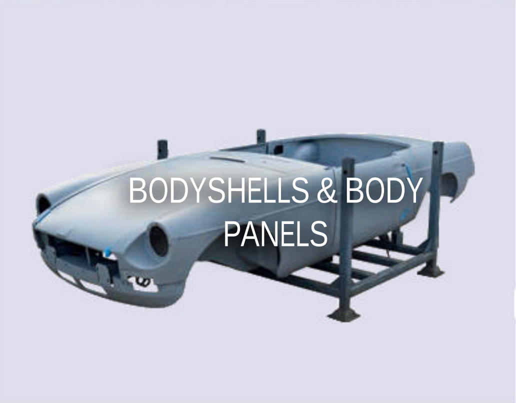
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# AUCTION NEWS

## AUCTION ROUND-UP

Looking at the headline sales and key talking points from recent classic auctions.

Words: **Jeff Ruggles**

With the winter blues disappearing and the summer shows ever closer, the UK's auction houses have continued to display their resilience with another round of strong recent sales. And while we're still nowhere near the frenzied sales that occurred during the pandemic, the right cars in the right condition continue to be popular – especially traditional British models and modern classics.

Historics' latest sale proved to be one of the main attractions as the London Classic Show returned to the famous Olympia venue for the first time since 2020. The firm's customary consignment of 160-180 cars had to be dialled down to around 100 due to space limitations, but the occasion and location surely played a part as several of the high-ticket lots found new homes.

The Jupiter Mk2 was designed by Jowett in 1952 but never built. However, in 2008, respected restorer Allan Fishburn created an aluminium-bodied one-off Mk2 from the original drawings, based on a 1953 Jupiter chassis. Recently restored, it was sold by Historics for £22,640.

Indeed, the headliner was a matching-numbers 1964 Aston Martin DB5 in ubiquitous Silver Birch, which sold for a mammoth £611,280. Classic Porsches proved to be resilient too, with 80 per cent of the examples entered finding new owners. These included a rare 1969 2.0-litre 911S that settled for a shade under £100,000 and a 1970 911E to lightweight 'S' spec with racing history that finished on £61,600 – well north of its pre-auction estimate.

Sporty Brits enjoyed a good day too, especially a 1968 Triumph TR5 that had been subject to a 16-month nut-and-bolt restoration, which sold for £56,000. In addition, a 1964 Mini Cooper made £30,800 – impressive for 998 model – and a one-off 1953 Jowett Jupiter 'Mk2' with a truly fascinating history sold for £22,640. An Amphicar 770 also proved to be a very popular entry, with the rare amphibious vehicle managing to sell for £50,960 against a £38,000-£44,000 estimate.

Modern classics similarly performed strongly, with a 2000 Alpina B12

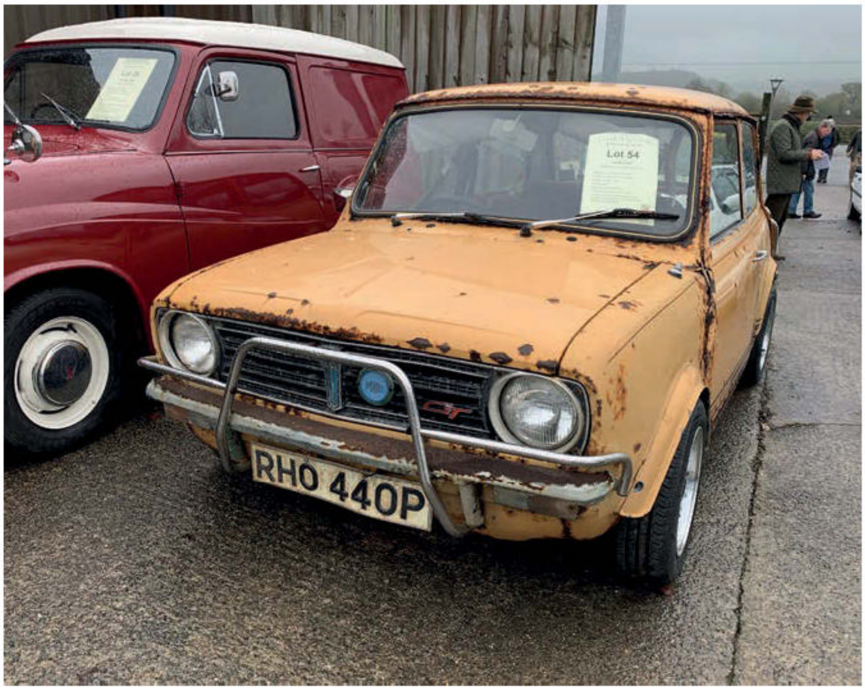
A last-of-the-line Gran Finale model registered in 1990, this Fiat X1/9 had covered just 16,800 miles and was in very good order. It was offered by Historics with no reserve and soared to an impressive sale price of £14,560.

based on a BMW 750i selling for a robust £41,318 and a last-of-the-line Fiat X1/9 Gran Finale making an impressive £14,560. In all, the sale grossed a total of £2.565 million, even with its reduced entry. For the full list of results, see historics.co.uk.

In something of contrast to the pampered Astons and Ferraris at Olympia, Charterhouse's first classic car auction of 2023 featured a large selection of barn and garage finds when it took place at the Haynes Motor Museum on March 9.

Such finds always attract lots of intrigue and there was plenty to be found here. Two Minis from the same deceased estate particularly caught our eye (and not just because they'd been unearthed from a house just around the corner from editor Jeff). The 1993 Mini Italian Job LE and 1999 Mini Cooper Sport both found new owners, with the former selling for £7200 plus fees and the latter hammered away for an impressive £16,000. In need of rather more work was a brave 1275 GT restoration project, which still managed to sell for £3800 plus fees.

Other notable garage finds included a 1967 Volkswagen Beetle offered with no reserve, which attracted a top bid of £5100 following lots of keen interest. An Alfa Romeo 33 1.7 IE and a Mk3 Ford Granada Ghia 4x4 that had both been kept in commercial storage sold for £1300 and £2000 respectively, but the star was arguably a 1982 Lotus Esprit 3 that had been unused for five years; its bonnet was damaged in transport to the sale, but it still sold for £17,000.



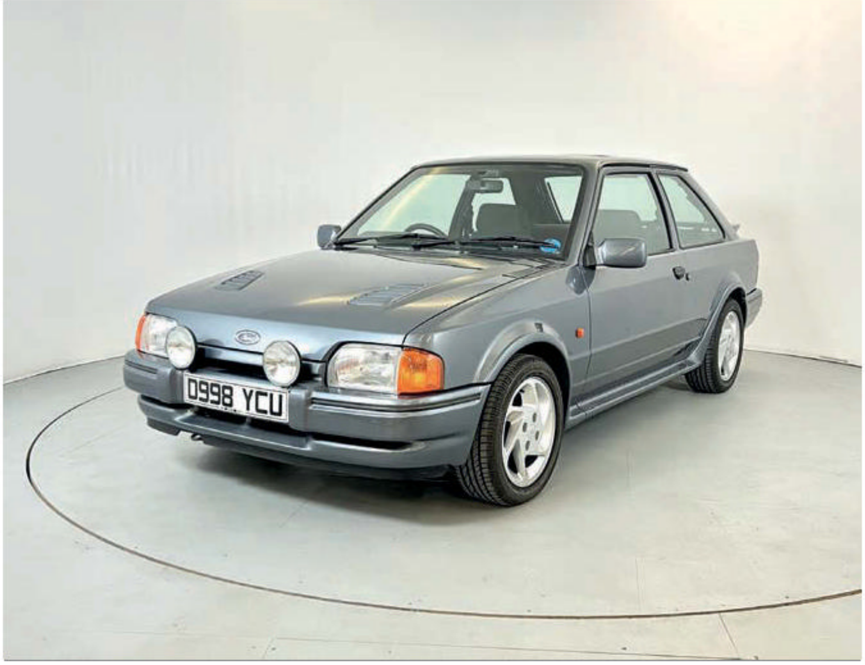
There were several Minis offered in the Charterhouse sale, but none quite as rusty as this period-modified 1976 1275 GT. Thought to have last been on the road in 1994, it almost certainly needed a re-shell, but still sold for £3800.

Not every car on offer was a barn find, though. A charming Austin A35 van dating from 1967 sold for an impressive £8200, with a 1963 Hillman Super Minx Convertible matching its top estimate to sell for £7000. New homes were also found for a very smart 1973 Triumph GT6 at £13,500, and a 1970 Lotus Elan S4 SE at £20,000.

In addition, the oldest car in the sale – a 1923 Ariel 9 Chummy – doubled its estimate to sell on the hammer for £16,000. A quartet of big Americans all from the same vendor were also successfully sold, with a 1924 Buick 24-six-50 making £9000, a 1927 Packard Model 526 selling for £14,000, a 1928 Packard Limousine attracting a top bid of £9800, and a stunning 1929 Cadillac Town Car reaching £16,000.

As for the bargain of the day, that had to be a 2005 MG ZT that sold for just £130. For the full list of results, see charterhouse-cars.com.

When it came to WB & Sons' second sale of 2023, it was commercials and hot hatches that really stood out among the 150 lots auctioned at the firm's Newcastle



Resplendent in Mercury Grey, this rather special 1987 Ford Escort RS Turbo showed just 37,000 miles and remained in factory specification save for an alarm. It was sold at the top end of its guide by WB & Sons for £29,906.

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upon Tyne base on March 11.

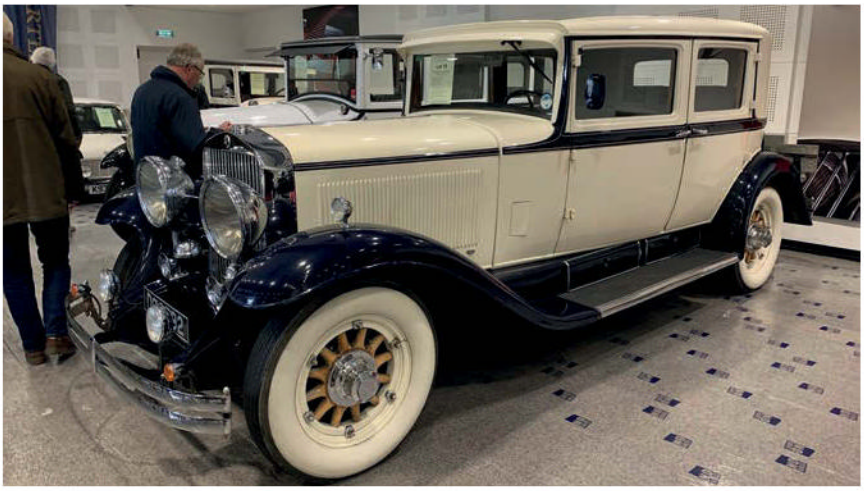
Beginning with the latter, the stand-out had to be a 1987 Ford Escort RS Turbo. Showing a mere 37,000 miles and looking to be very original throughout, it sold at the top end of its guide for £29,906. Others included a 1984 Renault 5 Gordini Turbo with a full Turbo 2 wide-body kit that sold for £17,640, plus a 1998 Peugeot 106 GTI that achieved a mid-estimate result of £7350.

Similarly intriguing was a selection of 'ordinary' hatches that were once street furniture. A 1992 Vauxhall Nova Merit Plus was a prime example, with the 30,000-mile example selling for £4360, while a basic 1989 Austin Metro Surf looked cracking value as a starter classic at £2300. For those preferring more practicality, a 1995 Peugeot 405 diesel estate that showed just 20,000 miles sold for an impressive £6300.

As for the commercials, van and pick-up variants of the Morris Minor were both offered, making robust figures of £13,000 and £15,500 respectively. Our favourite, though, was a yellow 1991 Maestro diesel van, still in its British Rail livery, which sold for £4952.

Elsewhere, contrasting left-hand drive Italians also found buyers. A 1967 Autobianchi Panaramica sold at the top end of its guide for £5722, while a lovely 1971 Lancia Fulvia 1300S Coupe did likewise at £11,990. With various traditional classics like an immaculate Triumph TR6, several late Rover Minis and various Jaguars also finding new homes, WB will doubtless have another busy period of comings and goings ahead of its next sale on April 22. To view the catalogue as it builds, head to wbandsons.com. **CCM**

Showing just 20,122 miles and in excellent condition, this 1995 Peugeot 405 GLX at WB & Sons had to be one of the best surviving diesel estate variants remaining. It was no surprise to see it sell strongly, achieving £6300.


One of four 1920s American cars included in the Charterhouse sale, this 1929 Cadillac Town Car had been used for wedding hire and started on the button. Best bids were invited to secure it, with the gavel falling at £16,000.

Joining a van of similar vintage at WB & Sons was this beautiful Morris 6cwt pick-up dating from 1972. It had been extensively restored by a well-known Morris Minor specialist, including a full respray and new canvas top, and sold for an impressive £15,500.

## AUCTION CONTACTS

historics.co.uk.
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# MARKET TRENDS

## JAGUAR XJ12s

For 25 years, Jaguar had a V12 saloon as its flagship – a breed that often endured a rocky existence, but also produced some magnificent cars that make excellent classic buys today.

Words: **Jack Grover**

### JAGUAR XJ12 SERIES 1
### (1972-1973)

The original XJ was the culmination of over 20 years' work by William Lyons to create what he deemed to be the perfect luxury saloon car. But one final item still had to be introduced to turn the XJ into a true flagship, and that happened in 1972 with the launch of the XJ12 featuring the new 5.3-litre, 280bhp V12 engine that had debuted in the E-Type. *Autocar* caught the mood by saying that the XJ12 was "a car of phenomenal performance but deplorable fuel consumption... a marvellous achievement, deservedly the envy of the world."

Jaguar was already preparing for the introduction of the Series 2 XJ (in 1973) when the XJ12 was launched, and supply was hampered by recurring strike action, hence little more than 3000 Jaguar XJ12s were built in Series 1 guise. But even rarity and a peerless reputation doesn't lift the Series 1 XJ12 much above the general level of prices for early XJs – and they are remarkably low when you consider the quality of the package.

Prices did shoot up during 2018-2020 but seem to have stabilised again, and at a level where even the best Series 1 XJ12s struggle to match the values of an equivalent Series 2. Even fully restored examples rarely command more than £15,000, but the market seems to prefer originality, with patinated but original cars fetching similar money, and more pristine untouched cars getting near £20,000. Survivors in average-to-good condition come in at £8000-£10,000, and roadworthy 'rolling restoration' candidates can still be found for around £5000 or so.

Just over 3000 Jaguar XJ12s were built in Series 1 guise.

### JAGUAR 'XJ81' XJ12
### (1993-1994)

One of the most intriguing myths in British motoring history is that Jaguar engineers deliberately designed the engine compartment of the XJ40 to not accept a V-layout engine, frustrating plans higher up the British Leyland command chain to force Browns Lane into adopting the Rover V8 motor as a cost-saving measure. Whether that's true or not, it's certainly the case that the XJ40 needed serious work – and time – to get the V12 to fit. Given the model code XJ81, the new variant wouldn't be introduced until February 1993, by which time the XJ40's production run was nearly over.

The V12 used was the updated long-stroke 6.0-litre version, good for nearly 320bhp, and the engine had lost none of its majesty or peerless refinement over the years. In one model year, just over 2700 'XJ81' XJ12s were snapped up, along with just under 2000 Daimler-badged versions.

Like the XJ40 in general, the V12 version has very much turned the corner and is now an appreciating classic, although that appreciation is very gradual, and prices still vary significantly depending on condition. While a low-mileage and well-presented XJ81 can break the £10,000 mark, we've also spotted a generally presentable example noted as needing new suspension bushes and dampers up for only £1800, with the majority of surviving XJ81s slotting into the £3000-£6000 area.

The best examples of the rare X305-generation XJ12 are becoming more expensive.

## JAGUAR 'X305' XJ12 (1994-1997)

Although the adaptation to accept the V12 came rather late for the XJ40, it paid off for its successor, the 'X300', since it meant that a 12-cylinder version was available from the start. The 'X305' XJ12 was a single model (with the choice of standard or lengthened wheelbases), and effectively combined the standard car's Sovereign trim level with the bigger engine. But for those who wanted more, the Daimler Double Six offered a higher standard of equipment and trim.

Despite the X305 tipping the scales at just under two tons unladen, the 312bhp of the V12 could still push it to 60mph in around seven seconds and on to a top speed of 150mph. Fuel consumption was in the high-teens unless on the smoothest, flattest and longest of motorway runs – which was where the XJ12 continued to excel. The XJ12 remained the pinnacle of the Jaguar range, and a very expensive pinnacle at that. Other V12 luxury saloons were now available, leaving the XJ12 not quite so peerless as it had been, and the new generation of six-cylinder engines in the standard XJs were much closer in performance and refinement than had been the case in the past. Buyers with tastes and pockets suitable for the V12 preferred the Daimler, so only 1800 or so Jaguar XJ12s were sold during the three years of production.

That rarity makes it hard to get a decent view of how prices are changing for the XJ12, but they seem to be following the same trend as the X300 in general. Depreciation has stopped and the best examples are on the rise, but we're dealing with small numbers. Around £8000 seems to be the top price for the best examples on the market right now, although you'll pay more from a specialist dealer. Meanwhile, around £1500 is the floor for MoT'd cars that are probably best avoided due to the potential for expensive problems. CCM

The XJ81 is gradually appreciating in value, but bargains are still out there.

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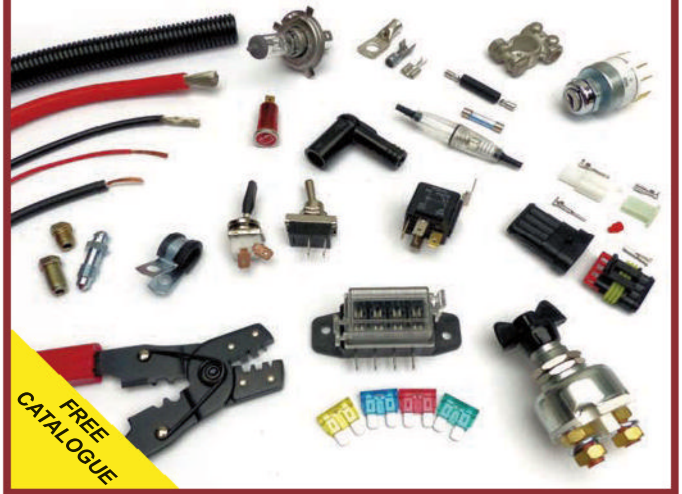

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# LESS IS MORE

Light, raw and basic, the Peugeot 106 Rallye has achieved iconic status, but is it worthy of all the hype?

Words and Photography: **Paul Wager**

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Peugeot's fabled 205 GTI is one of those modern classics which inevitably arouses fierce debate: even those who have never even sat in one of these fast but frantic fliers will have an opinion as to whether it's the revvy 1.6 or the torquey 1.9 that is best.

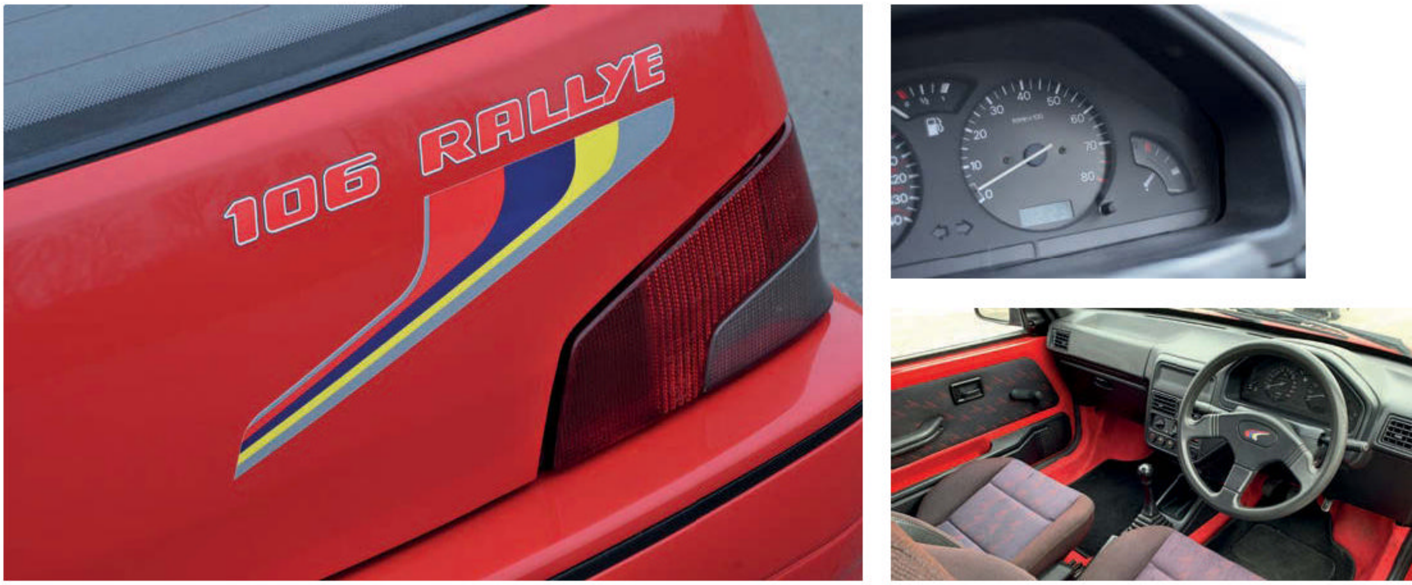
In truth, neither camp is quite right since in many ways it's the even smaller-engined versions that showcase these modern classic Peugeots at their very best. The feisty 1.4-litre XS model for example was the 205 in warm hatch guise but its carb-fed motor offered snappy response the equal of either of the injected engines and a grin-per-pound quotient better than all of them, even if it didn't have quite the top-end pace or snappy rear-end breakaway.

Taking the concept of less being more to its ultimate conclusion was the 205 Rallye of 1988, available in mainland Europe only and not to be confused with the UK model of 1992, which was basically a dressed-up 1.4 XT. No, the original Rallye was developed as a homologation special, with the 1.4-litre alloy TU motor slimmed down to 1294cc to squeeze under the FIA's 1.3-litre classes. With a high-lift cam and a pair of Webers, it was good for 102bhp at 6800rpm and the car was lightened to suit, lacking soundproofing and convenience features like electric windows and radio, to bring the kerb weight down to just 794kg.

When the 205 bowed out, it fell to the smaller 106 to receive the Rallye treatment and the first cars appeared in UK showrooms in late 1993. The recipe was very similar, with the smaller Rallye inheriting the 1294cc TUJ2 engine, once again for homologation purposes – the sporty 106 XSi having just missed out on complying with the rules due to its 1.4-litre capacity.

Unlike with the 205 Rallye, however, the 1.3-litre unit was now catalysed and fuel-injected, which explains the drop to 100 bhp at 7200rpm. The 106 Rallye also wore similar distinctive squared-off wheelarch extensions and sat on the same white Michelin 5.5x14-inch steels. Suspension was largely to 106 XSi spec, although with larger-diameter anti-roll bars. The front bumper was also an XSi item, with the foglights replaced by dummy brake cooling ducts which could easily be unclipped to become real brake cooling ducts.

UK cars were offered in Bianca White, Cherry Red or Black, all featuring distinctive Peugeot Talbot Sport striping down the flanks and



Sporty graphics and a lack of creature comforts emphasise the Rallye's focused nature.

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It doesn't take long for the car's enjoyable 'less is more' philosophy to shine through.

across the offside bonnet corner.

Inside, the lightweight theme was continued from the 205: a blanking plate instead of a radio, manual windows and speaker grilles but no speakers. Sports-style seats wore a repeated Peugeot Talbot Sport logo, while the red seat belts evoked the MG Metro.

All in all, it was a neat little package which allowed the 106 to be seen at its best, that revvy little motor suiting the lightweight character of the car perfectly and the subtly uprated suspension nicely judged without being overly harsh.

Road testers were unanimous in their praise back in the day and Peugeot's Rallye cars remain some of the few homologation specials to reach showrooms in their pure lightweight form. Clamour from marketing types generally meant supposedly lightweight specials from the original BMW CSL to Porsche Club Sports generally had all the luxury kit added back in for showroom appeal, but not the Peugeot. Power steering, central locking, and electric windows were all omitted to keep the weight down to 825kg.

The 106 evolved into its smoother Phase 2 guise in 1996, but it would

## SPECIFICATIONS

| **PEUGEOT 106 RALLYE S1** | |
|---|---|
| ENGINE | 1294cc/4 |
| MAX POWER | 100bhp/7200rpm |
| MAX TORQUE | 80lb.ft/5400rpm |
| 0-60 MPH | 9.6secs |
| MAX SPEED | 118mph |
| ECONOMY | 36mpg |
| LENGTH | 3.56m |
| WIDTH | 1.61m |

The Rallye's revvy 1.3-litre engine really suits the car's character and is good for 100bhp.

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be 1998 before we got the second-generation 106 Rallye. It too was a homologation model, though this time used a 1.6-litre 8-valve version of the TU engine. It wasn't as quick as the flagship 16-valve 106 GTI, but the Rallye countered with significantly less weight and a lower price, being over £2000 cheaper when it was launched. The 500 cars that made it to the UK in right-hand drive form would be split between Bianca White and a new shade, Indigo Blue.

There's debate over which is best, but the revvy S1 tends to curry the most favour among enthusiast. In any case, Thanks to the way they make you drive, coupled with legendarily fragile French build, any 106 Rallye is a rare beast today. And that's why we jumped at the chance to sample the example you see here. A Cherry Red S1 car from 1995, it was a real survivor.

The chunky 14-inch white steel wheels are an iconic Rallye feature.

Being fuel injected, the 106 incarnation of the Rallye formula doesn't need any faffing with a manual choke lever, the 1300 barking eagerly to life on the first twist of the stubby key. The lengthy rubberised gearlever has the familiar slightly vague shift action when shunting back and forth, while there's naturally no power steering which makes it hard work at parking speeds.

Initially the Rallye feels brisk rather than quick, but once it's warmed through and we can give it some revs it's obvious that this was not a package built for driving gently. In a delightfully old-school way, the spiky cam and small capacity means all the performance is at the top end and you need to work it hard to get the best from it. Not in an extreme Honda VTEC kind of way, but rather wind it out in the gears, at which point it all begins to gel very nicely.

It takes just a few minutes for the less-is-more philosophy to shine through: the revvy little engine doesn't overwhelm the car with torque steer and wheelspin like the 1.9 unit often can in the 205, the light weight gives it a crisp turn-in and there's a lovely poise to the Rallye which is lacking in bigger, more complex performance hatches. It's very different from a contemporary Golf GTI for example and also quite unlike Peugeot's own GTIs, needing an enthusiastic driver to get the best from it.

This particular example of '90s performance car history was being offered by Brightwells in its February auction, and was sold for £8 shy of £6000. That seemed very good value for a model that had generally rocketed in price in recent years. Good ones routinely changed hands for around £2500-£3500 during the middle of the previous decade, but it not uncommon to see five-figure price tags nowadays.

But a good Rallye is surely worth it. A genuine, stripped-out hatch that rewards a talented driver is something we're unlikely to see the likes of again. Yes, we very much liked it and the Rallye proves my opening comment about these cars being at their best in smaller-engined form. **CCM**

The original Series 1 cars, like this example, were supplied in red, white or black.

**THANKS TO:**

Brightwells for the use of this 106.
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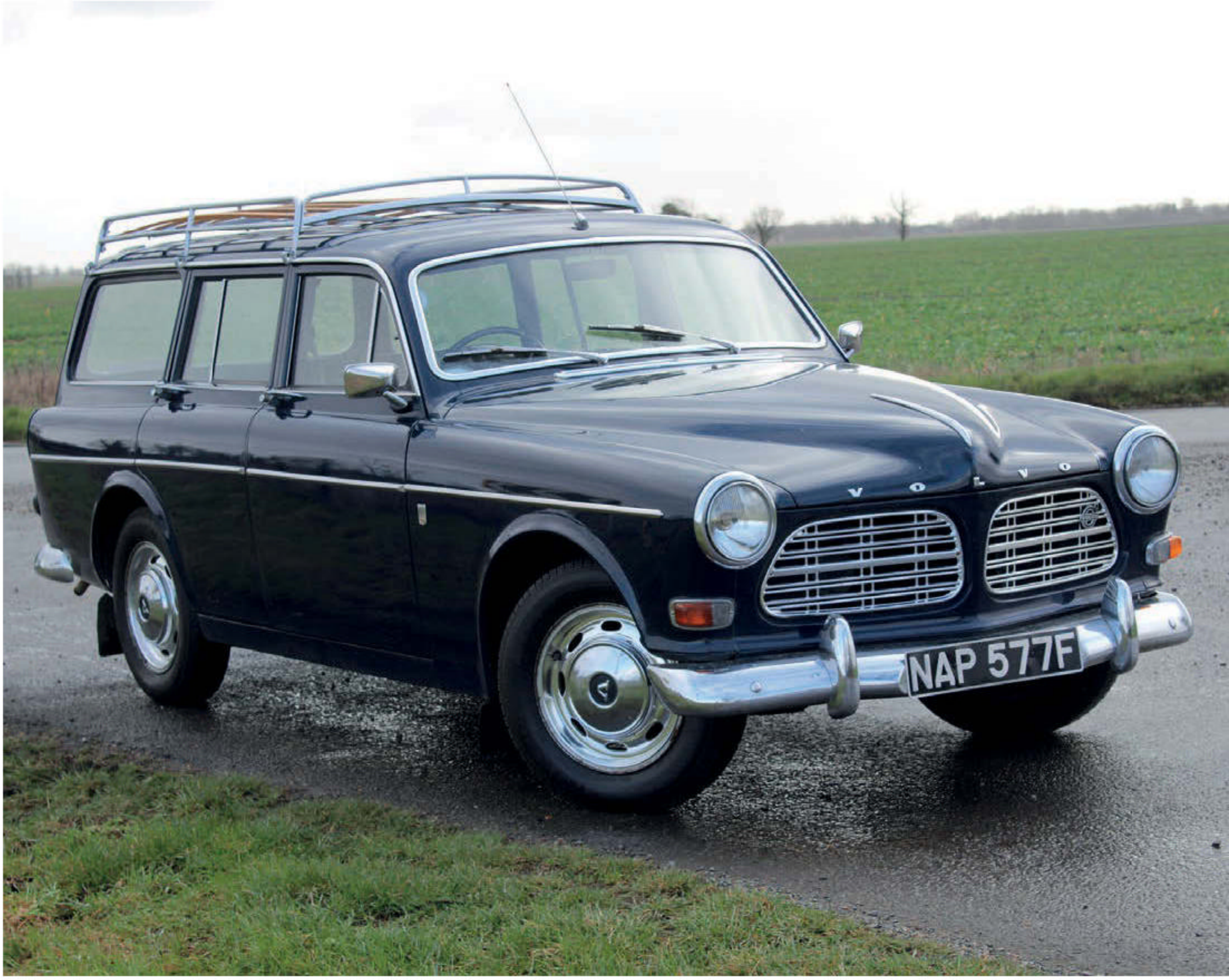

# SWEDE SENSATION

Despite its 1950s origins, Volvo's 'Amazon' has long been revered for its useability and modern feel. We find out if a late estate version can measure up to the model's lofty reputation.

Words and Photography: **Jack Grover**

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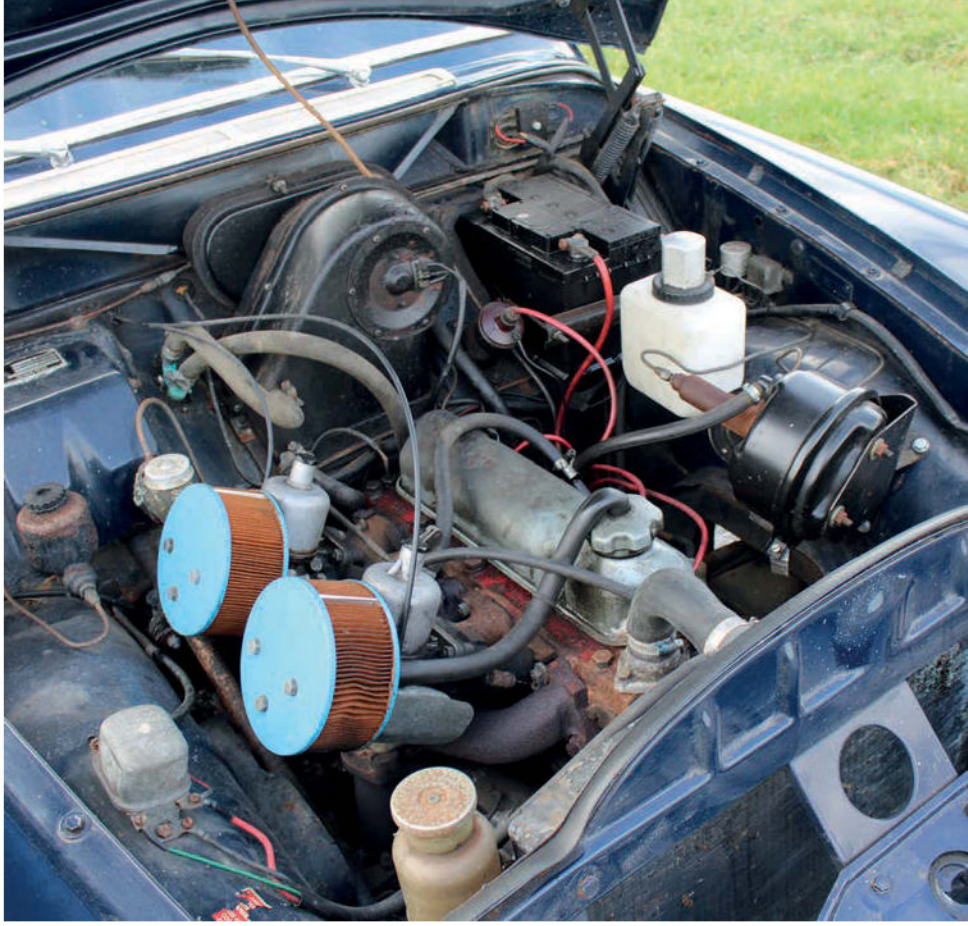

The twin-carb B18 engine endows this Volvo with surprisingly sprightly performance.

The model designations of Volvo's Amazon range are among the world's great impenetrable mysteries. First on sale as a four-door saloon in 1957 and running until 1970, it only used the 'Amazon' label in Nordic countries after motorbike maker Kriedler objected to Volvo's original name 'Amason'. Elsewhere, Volvo would use the 120 model designation, kicking off the three-digit naming convention it used until the late '90s, but with the designations 12 and 1200 also employed for some markets.

The first model, the Volvo 121, was a four-door saloon fitted with a 1583cc B16 engine equipped with a single carburettor, producing 66bhp and making do with a three-speed gearbox. In 1958 a sports model was made available called the Volvo 122S, which produced 85bhp from its twin-carb B16 engine and could boast the luxury of four gears, subsequently adopted by the 121. The greater power set the ball rolling for the 1962 introduction of the 1778cc B18 engine, which produced as much as 115bhp when fitted to the Volvo 123GT of 1967. The 123GT range-topper was the ultimate of the two-door versions, a body style that had first been launched in 1961 and was sold under the same 120 Series model names as the four-door, but was technically designated by Volvo as the 130 Series. And to further boose the range, 220-series estate arrived in 1962 – again carrying the 120 model names.

## SPECIFICATIONS

| 1967 VOLVO 122S ESTATE | |
|---|---|
| ENGINE | 1778cc |
| TRANSMISSION | 4-spd manual |
| MAX POWER | 95bhp |
| MAX TORQUE | 105lb.ft |
| 0-60 MPH | 14.5secs |
| MAX SPEED (MPH) | 92mph |
| LENGTH | 4.49m |
| WIDTH | 1.62m |
| KERB WEIGHT | 1250kg |

Thankfully the naming is the only thing about the Amazon range that's a bit uncertain – its Ponton-style body remains attractive and its reputation for toughness, safety and surprising modernity is well-deserved. Indeed, from 1959 the car was offered with standard front seatbelts – the first production car to offer the feature. In 1965, disc brakes were fitted on the front of all Amazon models, with a brake servo on estates that was standardised across the range in 1967. At the same time, a split steering column and a new safety steering wheel was introduced that collapsed in the event of a collision. The following year saw dual circuit-brakes and standard headrests added too, but the biggest news was the introduction of the 1986cc B20 engine, which offered as much as 118bhp in the 122S.

The range was gradually pruned before production finally ended in July 1970, when the car was replaced by the mechanically similar but squarer-looking 140 model. The Amazon was a big seller for Volvo around the world and was in production for 14 years – of the 667,323 examples produced, over half were exported, which means there are plenty around.

The car we had the privilege of driving was a smart 1967 1.8-litre estate, which was badged as 122S but will be known to many enthusiast as a 222S. Offered by Peterborough Classic Cars, it was resplendent in smart dark blue with a blue interior and grey carpets, and was evidently a tidy car with a good history.

The estate version was introduced at the 1962 Stockholm Auto Show, with Volvo manufacturing some 73,000 examples until 1969. The model features a two-piece tailgate, with the lower section folding down to provide a load surface. It's also complete with a hinged numberplate that can still be read when it's in the down position, in a similar vein to the original Mk1 and Mk2 Minis.

But how does it drive? Well as one would hope from a classic Volvo in a mild British winter, the twin-carb B18 engine fires up instantly on half-choke, which can quickly be pushed almost (but not quite) fully in. It takes a few minutes of driving before the

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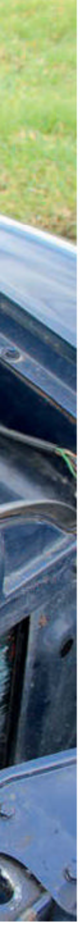
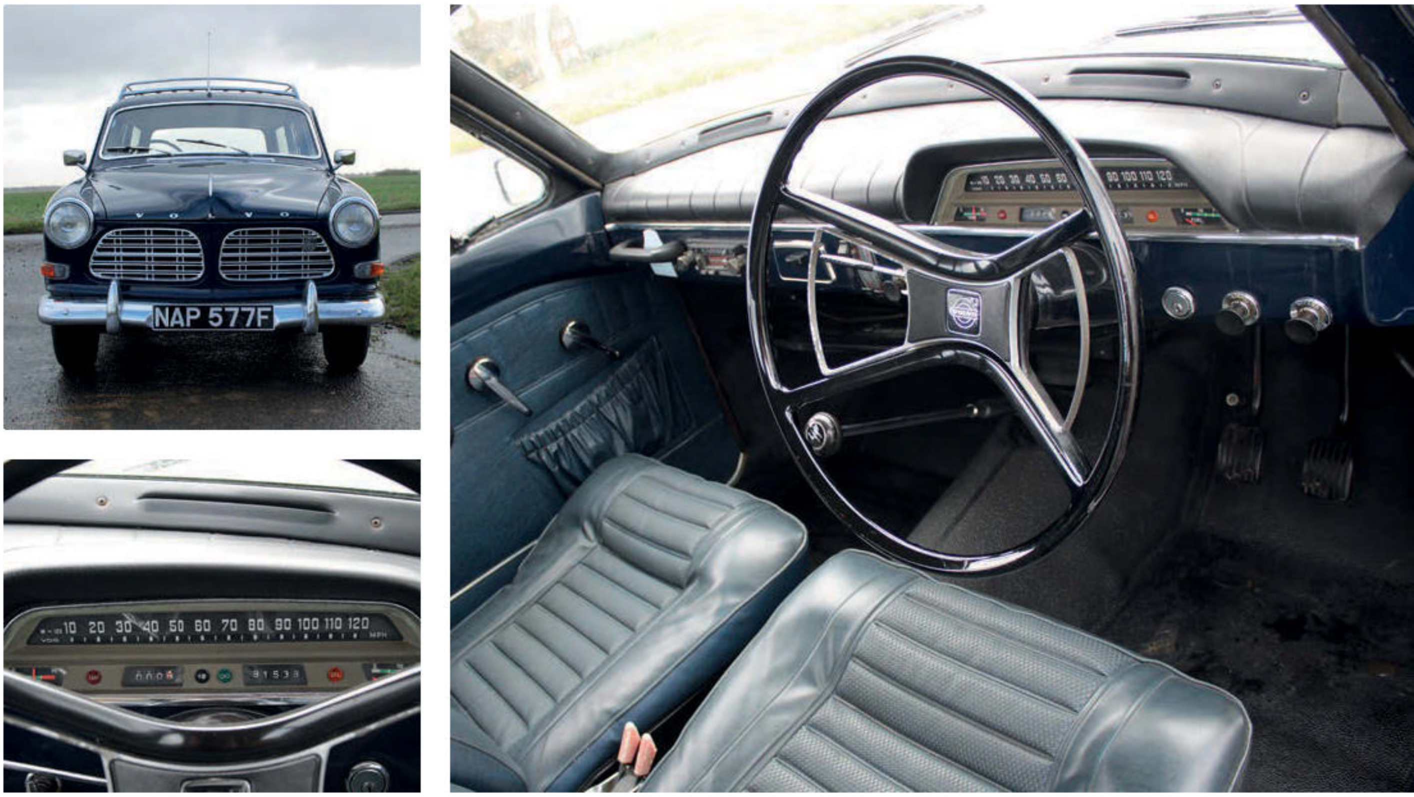
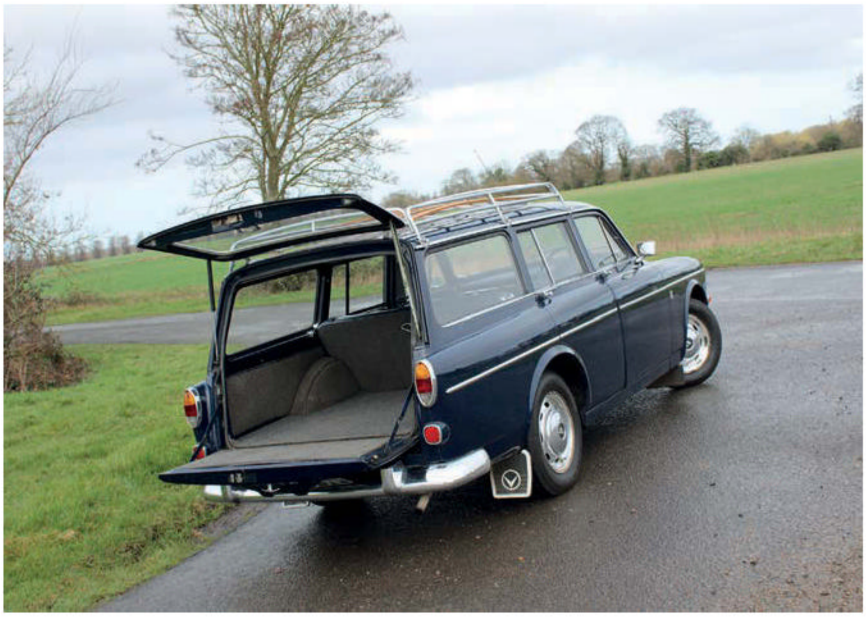




Much like the exterior, the hard-wearing interior combines classic styling with a feeling of solidity.

engine will pull entirely cleanly, and a good 10 minutes or so before the temperature gauge rises to the mid-point and the choke can be knocked off entirely.

From that point, the engine impresses with its smooth running and willingness to pull even from low speeds. With 95bhp available the acceleration is brisk, and even the 1250kg kerb weight isn't as heavy as Volvo's reputation or this car's sense of heft and solidity, would suggest. Performance in the lower gears is downright sprightly, while at middling speeds in third or fourth there is still plenty in hand under the bonnet for further acceleration (or, I imagine, hills if any were to be found in the Fens) without real effort. Once above 45mph or so the engine remains smooth but more of its noise becomes apparent, especially the induction roar emanating from the pancake air filters on the twin carburettors.



The split tailgate is a neat feature, with the lower section featuring a hinged numberplate.

The long straight gear lever sprouting from the floor is a distinctive feature of the Amazon driving experience. It has full – and very effective – synchromesh and a nice positive action, even if the length of the thing means that it could never be described as 'tight'. If the torque delivery of the engine didn't make it unnecessary, it would be a pleasure to go up and down the gears, but in reality, once on the move you only have to click between third and fourth until you arrive at a junction or a set of traffic lights.

The ride is rather firm at low speeds, and the Amazon feels rather short of wheel travel when it comes to short, sharp knobbles in the road. But above

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The 222S is something of an unlikely sports estate, with an impressive sense of modernity.

30mph or so, and when tackling Fenland undulations and cambers, it is excellent. The positive damping that contributes to the harsh low-speed ride is very welcome here. The ride still tends towards 'firm' rather than 'taut', but this is almost certainly not helped by the higher-rate springs fitted on estates and the fact that we were not driving this example with anything like its 500kg payload on board. The estate bodywork is probably also behind the rather high levels of road noise – that capacious load bay has boomy acoustics and the fashionable roof rack sings a song in the air flow.

The steering is weighty, positive and accurate but not exactly feelsome and certainly not quick. Despite its inherent stiffness the Amazon's stability, even on choppy Cambridgeshire back roads, is excellent and this is a car that you can drive with one hand – and not even all the fingers of one hand – on the wheel. Neither is it a wallowy, floaty old barge in the corners (these roads consist mostly of dead straight miles interspersed with surprising right-angle doglegs), especially when on modern radial tyres. Instead, it's surprisingly 'chuckable', which is not a word usually associated with classic Volvo estates. The servo-assisted brakes are also pleasingly effective.

Of course, to buy a Volvo estate to throw it through corners is to miss the point completely. But it is a pleasant surprise to find that the 222S is not just a staid load-lugger, it can be one 'par excellence'. There's nearly two metres of load space available with the rear seats folded, a 500kg payload and that handy split tailgate. With the seats up there is sprawling space for five plus a cubic boot.

Meanwhile, it has the same horsepower as an MGB and tidy, modern-feeling road manners. It all means the 222S could be worthy for consideration as a pioneering 1960s 'sports estate', even if it is rarely put in that company. It's a world away from the estate-bodied 850 that Volvo raced to much fanfare in the BTCC in 1994, but as a practical, safe and sprightly wagon, this load-lugging Amazon was clearly well ahead of its time. **CCM**

There's ample room for five occupants inside, plus all of their luggage.

## THANKS TO:

Peterborough Classic Cars Ltd for the use of this 222S. This example is now sold, but the firm often has Amazons in stock – see www.peterboroughclassiccars.com.

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# OVER THE MOON

The company car wars are best summed up by the Ford Sierra and the Vauxhall Cavalier. But in an era where the Vauxhall managed to outsell the Ford, which was the better car?

Words: **Sam Skelton** Photography: **Paul Wager**

K657 PTP
K54 ACY

Company cars used to be far more straightforward. Others tried to muscle in, but for decades the primary battle for company car park territory was between Ford and Vauxhall – with the Blue Oval consistently the dominant force. At least it was until the slippery 'jellymould' Sierra arrived, leaving the door open for Vauxhall to take full advantage.

An army of reps loved the Ford Cortina, but the more advanced-looking and aerodynamic Sierra came along in 1982 and took the familiar four-door format with it. Vauxhall could offer its Mk2 Cavalier with slightly more reserved styling and the option of a saloon, so it was no surprise to see it become the market leader in 1984 and 1985. The Sierra would recover in fine style, but when the new Mk3 Cavalier arrived at the end of 1988, there was to be no repeat comeback. The Ford was knocked off its perch in 1990, and lost out to its Griffin-badged rival for the remainder of its 10-year life.

Arguably, it was the quality of the Mk3 Cavalier and the mediocre reception for cars like the Mk5 Escort that prompted Ford into bucking its ideas up – the Mondeo was proof that Ford had accepted that it had to offer good cars as well as good marketing, and indirectly the apathy of Ford's design team in the early 1990s, through sales losses to other marques, led to the resurgence that gave us cars like the excellent Mk1 Focus. The last of the Sierras are often lumped in with the bad crowd as examples of how Ford lost its way – but perhaps it's unfair to consider them part of the problem when the Mk5 Escort and Mk3 Fiesta showed far lazier design while purporting to be more modern concepts.

The Sierra and Cavalier would've enjoyed daily duels on many a motorway in the early 1990s.

So was the Sierra a bad car as the 1990s began, or simply an old one that was due for replacement in a world where all its rivals were into their next generation? And does it make a better buy than arch-rival Cavalier today?

## FORD SIERRA

The Ford Cortina had dominated the UK fleet market for two decades by the time it was pensioned off in 1982. And Ford was bullish about the chances of its new model – the swish new Sierra, with its bold aero look, had been foreshadowed the previous year by the aerodynamic Probe III concept car. Development had begun on the new car in 1978, which under the skin shared much of its basic layout and drivetrain with the outgoing Cortina – a move that Ford felt would be popular with fleet managers used to pared-down servicing costs. It was confident about the new car's chances in the marketplace – up to the minute styling and the sort of common sense for which Ford had earned a well-deserved reputation must surely have been a recipe for success? Especially when given access to the automotive world's finest marketing machine – the Sierra was advertised as "man and machine in perfect harmony", honed by wind tunnels and targeted at the sort of aspirational executive who pitied the also-rans in their Alpines and the moth-eaten in their Marinas. Building on the success of the Cortina would be an easy win.

But the lack of a saloon option at launch and the shape like no other scared off one of the most conservative buyer profiles in the business, driving family and fleet men alike into the welcoming seats of the Vauxhall Cavalier Mk2. Ford hadn't considered that it was the relative safety of the Cortina's three box shape as much as its mechanicals that held appeal for buyers, and for the first few years Sierra looked set to sit alongside Edsel on the tiny list of Ford failures. Ford forgot the lesson that BMC had learned with the Mini – that the punter is scared of radical change –

The Sierra's dash and controls lack a quality feel, but the seats are impressively comfortable.

The run-out Azura model came with alloy wheels and a bott spoiler, but very few creature comforts.

and while the Sierra was conservative underneath, nobody thought that a spaceship was the vehicle of choice for keeping up with the Joneses.

But while Ford sales dipped initially, they took hold again by the mid to late 1980s. Once Ford had introduced the estate, carried out a facelift and added the Sapphire saloon of 1987, the Sierra finally had everyman appeal – something only boosted by the presence of the mighty RS Cosworth derivatives. But by the caring new 1990s, what had once seemed fresh now looked dated against the Renault 21, Peugeot 405 and Volkswagen Passat B3. The Sierra started to lose its market share once again – and it was only with the dawn of the sharp new Mondeo in 1993 that the tide began to be stemmed. The first Ford of its generation to be more than a marketing exercise, the Mondeo upped the game not only beyond the Sierra but beyond rivals too, and the mid-'90s stereotyping of Middle England as "Mondeo men" certainly helped in terms of image.

Our test car is one that should be well known to *Classic Car Mart* readers, a Diamond White Sierra Sapphire 1.6 Azura dating from 1992. We acquired this car last year from a reader, and it's currently under the custodianship of Dave Knight via the Classic Car Loan Project. While some Azuras came with the CVH engine, ours has the good old Pinto under the bonnet. Alloy wheels and a boot spoiler marked you out as a cut above the base model, earning points in a company car park sea of Sierras. There are no electric windows or power steering – but there's still enough for a junior rep to brag about.

Unfortunately, it doesn't feel

We initially expected to see a CVH engine in the Ford, rather than the good old Pinto unit.

as special inside as it looks on the outside. The lack of toys in this example do have an effect, but we're aware that we're not comparing like-for-like models here and do acknowledge that a Sierra with electric windows and other toys might feel more on par with the Vauxhall. But the equipment levels couldn't detract from the fact that the plastics are hard and mismatched even in this very original example, none of them look like they were designed to line up and the dashboard looks low rent. One thing the Sierra has in its favour is its seats though – comfortable, easy to adjust and the right distance from the steering wheel, they make the Sierra a pleasant place to spend time.

To drive, it's surprisingly good. It's less powerful than the 1.8 Cav for obvious reasons but is more giving of what it has, it feels more urgent and corners with more vigour. There's no denying it's an older design in terms of noise, vibration and harshness, and no Sierra barring the estate ever had the low loading lip it was crying out for, so it's not as rounded a package – but it's a better choice for the driver.

Is that enough to secure victory for the Sierra, though?

## VAUXHALL CAVALIER

The second-generation Vauxhall Cavalier had done rather well against the Ford Sierra early in its life – ironic, as fleet managers and private buyers shied away from the Sierra's bold appearance, only to buy conservative Cavaliers hiding more up to date technology. In 1982 – the first full year of the Mk2 Cavalier and the launch year of the Sierra, Cavalier sales rose by almost 70,000 – against a 20,000 drop for Ford as the Cortina became the Sierra. And in 1984 the Mk2 Cavalier outsold the Sierra in the UK by 19,000 units. In 1985 it outsold the Sierra by 35,000 units. And it only began to break even in 1986 as the Cavalier was coming to the end of its life. Vauxhall wanted its winning streak back in the rep sector, and the Mk3 Cavalier of 1988 looked set to be the car to make it happen.

In Germany, it was a big deal – the Opel Ascona was replaced by the Opel Vectra – but in Britain the Cavalier name had cred, and Luton chose to keep it rather than invoke memories of the old FE Victor. The car was launched in October 1988 as a saloon and a hatchback – no estate, as there was no equivalent family of Holdens to use as a basis and the German Opel marque had always done without. From 1990 the Cavalier began to outsell the Sierra again – and would do so until the end of Sierra production and the first full year of Mondeo production in 1994. Vauxhall would fight back with the new Vectra of 1995, but Dagenham's sales would outstrip Luton's until the turn of the new millennium.

Dicky Braithwaite brought his Cavalier down from North Yorkshire for our photoshoot. And his 1.8 GLS sparks memories for me – a neighbour had an SRi in the same shade of Lagoon Blue when I was growing up. This is his seventh Mk3 Cavalier, and his second 1.8 GLS. GLS trim got you rear head restraints, rear seat heater vents, a tiltable steering wheel and a courtesy lamp delay – all important signs of rank in the company car park in 1993.

The 1.8-litre Cavalier has almost 15bhp more than the 1.6 Sierra, but it's not overly noticeable.

CAVALIER 1.8i

The Cavalier doesn't feel quite as sharp as the Ford, but it's more refined and a little easier to live with.

Inside, it's a world apart from the Sierra. The airiness of the Ford has gone, but that's primarily as a result of the colour scheme – inside this Vauxhall is as dark as the night sky. You sit behind a cliff face of a dashboard, albeit one moulded from soft touch plastics and one with a large glovebox – just a little too far away from the driver to be of use, but incorporating cupholders into the lid. And it's here I confess to prior bias. I've driven a number of Mk3 Cavaliers and Mk1 Vectras, and every one has had the same problem with its seats. The backrest feels too firm and too wide even for my 14 stone frame, and after more than three or four miles my back begins to hurt. Not ideal in a car targeted at the travelling salesman or stressed family man, but it's the one element of the Vauxhall interior that lets the car down. It's just a shame it's so central to the experience.

To drive, the Cavalier is pretty uninvolving, if we're honest. The offset steering wheel would jar over time, and it feels like it's slightly too far from the wheel – with no means of reach adjustment. Despite the extra 15bhp or so over the Sierra, it doesn't feel any faster. The gear selection feels almost rubbery after the slick shift of the Sierra, and the steering is a shade on the woolly side. But if we forget the seats this is a nice place to be – the dash looks and feels like all the parts were meant to fit together, unlike the Ford where the grey plastics neither butt together well nor even match in shade. There's little road or wind noise, and if your back is a good fit for the seats this would be a car in which you could spend a full working day. The low boot loading lip is also a boon for a rep car, and we like the headrests which remain fixed to the parcel shelf rather than the seat back, allowing for a flatter folding rear seat. This is a cleverly considered car.

Is that enough to give it the overall edge against the sharper-steering Ford, though?

### THE FACTS

| MODEL | FORD SIERRA AZURA | VAUXHALL CAVALIER 1.8GLS |
|---|---|---|
| ENGINE | 1593cc I4 | 1796cc I4 |
| TRANSMISSION | Five-speed manual | Five-speed manual |
| MAX POWER | 75bhp | 89bhp |
| MAX SPEED | 103mph | 114mph |
| 0-60 | 14.3 seconds | 12.5 seconds |
| LENGTH | 4419mm | 4430mm |

## LIVING WITH THEM

These are cars that were built for fleet use, and that means that cheap servicing bills were top of the priority list from the word go. And you can tell – wide, spacious engine bays with easy access to just about everything, simple drivetrains that need no more than the most basic of tools, and

The Vauxhall's interior is more upmarket, though Sam is not a fan of the seats.

engine ranges used in so many other models that even now you can almost buy spares with pocket fluff. You'll buy a brake disc for either Sierra or Cavalier for around £7, for instance.

The Cavalier is no longer a common sight even at classic car shows, but their owners are ardent and a tight-knit group. If you need spares – even trim – someone will have it and be happy to come to a deal with you. Panels can still be found, as there are still Cavaliers in scrap yards if you know where to go, and mechanically most parts continued to be used into the 21st century.

The Sierra is a similar story – engines shared with Escorts, Capris and Granadas, most of the underpinnings similar to the Scorpio, and an interest in saving minor trim items through the popularity of the XR4x4 and the Cosworth models means that most of what you need should be available. In a bittersweet way, the popularity of the upmarket models also means trim can be had for the more prosaic variants, as good cars are still being broken to provide donor shells for Cossies.

Which brings us on to price. For a Cavalier as nice as the one in our pics you needn't spend over £2000 unless you want a V6, 4X4 or Turbo – and if you look hard, they're around for half that. There's no price premium based on body style, but pre-facelift cars are worth around 10 per cent more than post-facelift ones and better trim levels are generally more desirable.

The Ford is a different story – three-door models and saloons attract a premium because of their viability as Cosworth donors – and we wouldn't consider a three-door as a good value classic as a result given that they were rare to begin with and their desirability makes them more attractive to thieves. A nice Sapphire, five-door or estate will start at around £2000 for a late small-engined variant, rising to £6000 or so for the best and up to £10,000 for something unusual like an early 2.3 Ghia. Sporting models such as the XR4x4, Ghia 4x4 estate and XR4i can fetch more if a buyer is especially keen.

## VERDICT

It seems fitting that the last twin test in Classic Car Mart is among the hardest to call, because both of these cars have relative strengths and weaknesses and it does depend very much on what you want from the car.

So I'm going to assess this pair primarily on the attributes that would have appealed to the people who bought them new. That means that the more refined car scores highly, as does the one with the most upmarket-looking interior, the most space, the easiest loading ability for those all-important samples and the sharper image when new. And each of those points goes to the Cavalier, not the Sierra. However, it's worth noting that the Sierra is a more engaging car to drive, and if I personally wanted to do 150 miles per day up and down the motorways of Britain, the seats in the Sierra would be a godsend.

As a rep there's no doubt that I'd have chosen the Cavalier because its attributes speak of success, but I'd know I was sentencing myself to three years of the less inspiring drive. So I'd understand why in 2023 you might want to choose a Sierra. But rather than begging my fleet manager for one of the last Sierras, I'd be looking to make that one extra big sale to get myself into the leather-lined luxury of a Cavalier Diplomat. Gavin in Accounts would go green with envy. **CCM**

Maintenance for both of these cars is straightforward, making them ideal DIY classics.

## THANKS TO:

Dicky Braithwaite for the use of his Cavalier, and to Dave Knight for supplying the Sierra. The Sierra is part of the Classic Car Loan Project – classiccarloanproject.co.uk.

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# DETROIT DUEL

Ford versus Vauxhall has been one of the motor industry's longest and greatest battles. We look to the past in attempt to settle it.

Words: **Sam Skelton**

One of the deadliest battles in the automotive world is the one that has raged in the fleet and family sector between Detroit arch rivals Ford and General Motors. And here in Britain, that fight has meant Ford versus Vauxhall – a that was ramped up post war by the launch of new, American-themed saloon car ranges.

To celebrate that battle, we've picked five of our favourite Ford versus Vauxhall battles in an effort to see which of these heavyweights comes out on top...

## FORD Mk2 SERIES v VAUXHALL PA SERIES

The Ford versus Vauxhall wars really began in Britain in the early 1950s – with the Ford Consul and Zephyr facing off against Vauxhall's Wyvern and Velox models. The 1950 Fords and 1951 Vauxhalls both brought Detroit style to Daventry, with Ponton styling, chrome, glitzy touches and options. Ford would build upon this success with the upmarket Zodiac, prompting Vauxhall to launch the Cresta as a plush Velox. But Ford stepped up further with the

Mk2 Consul, Zephyr and Zodiac models of 1956. These were completely restyled, taking cues from the Thunderbird and Fairlane models in America, and with enlarged engines. The Consul four became a 1703cc unit, while the Zephyr and Zodiac sixes would go to 2553cc. As well as the saloon there was a convertible bodied by Carbodies, and six-cylinder owners could enjoy an Abbot-bodied estate derivative too. Roofs were reprofiled for 1959 to create the longer-looking 'Lowline' models.

When buying these cars today, the primary thing to watch out for is corrosion – the first generation was Ford's first monocoque body, and the second generation built upon its success before corrosion could really highlight any problem areas. Check the sills and bulkhead thoroughly, as well as the floor area. Chassis rails and jacking points are worrisome areas, as are the four outriggers – so check carefully for corrosion in these areas. Inner wings, headlamp bowls and the base of the front screen can also prove problematic. Vinyl trim can degrade, but the leather of Deluxe and Zodiac models is hard wearing if regularly fed.

As a rule, saloons are the best value, followed by estates with convertibles fetching the highest figures – and the more prestigious the spec, the more valuable. Bank on spending around £10,000 for a really nice Consul saloon, rising to £25,000 or more for a tip-top Zodiac convertible.

Vauxhall hadn't been resting on its laurels through Ford's developmental phase – the E-series Wyvern targeted the Consul from 1951, the Velox set its sights on the Zephyr, and from 1954 the Cresta would challenge the Zodiac for the top spot. For 1957 Vauxhall would follow the E-series with a pair of new models – the Wyvern's successor was the Victor, while the Velox and Cresta split into a new, larger body inspired by the work of GM's American divisions. The PA series cars were long, wide, low, be-finned and often seen in lurid two-tone colour schemes. Early models had a central rear screen and two quarterlights on the pillars, known as "three-window" Crestas. From 1959, a single piece wraparound rear screen was fitted and a reshaped front grille fitted. Engines grew at this point from 2262cc to 2651cc.

Like the Ford, external coachbuilders offered alternatives – limited in Vauxhall's case to the Friary-bodied estate model. No convertible was produced by the factory – and unlike the previous E-series, there was no corresponding Vagabond convertible for the Antipodean market. If you want a PA, check around the screens for signs that the seals have perished, which lets water in to attack the seams and causes corrosion in hard to fix spots. Wheelarches, sills and wing tops are also known trouble spots, and we recommend a magnet during your inspection to work out what's still metal. The base of all the pillars can also pose problems, so check carefully – we've known doors fall off otherwise pretty cars because of rot.

You'll spend £20,000 on the very nicest PA saloons these days, but £10,000-£12,000 should get you a tidy example. Bank on paying slightly less for a Velox than a Cresta in an equivalent state, though with these cars the condition is more crucial than spec. Friary estates can fetch up to an extra 20 per cent.

**WINNER: Ford: The wider range meant that the Consul, Zephyr and Zodiac appealed to more people.**

PA Vauxhalls played heavily on the Transatlantic theme, with tail fins and lots of chrome.

Released five years after the Mk3 Cortina, the Mk1 Cavalier would also go up against the Mk4 and Mk5 incarnations of the Ford.

## FORD CORTINA Mk3 v VAUXHALL CAVALIER Mk1

The Mk3 Cortina was a big change for Ford. The model line had been launched almost a decade earlier to tackle the BMC ADO16 in the fleet sector, but had grown and spawned a successor to the failed Classic in the form of the Corsair. Ford's 1970 plan was to replace Cortina and Corsair with a single model, larger than the old Mk2 but catering to all aspects of the range. The new Cortina Mk3 used Coke-bottle styling with similar success to the larger Vauxhall FD Victor, and soon attracted a loyal following. The subsequent Mk4 and Mk5 versions were little more than reskins of the Mk3, though they did bring an interesting 2.3 litre V6 to the party. Available in a range spanning two and four-door saloons, an estate and a Crayford convertible, there really was a Cortina for everyone.

The Mk3 is most valuable – with saloons and estates worth similar money and the rare Crayford convertible about 10 per cent more. Pay up to £12,000 for a range-topping 2000E or GXL, though £8000 will get you a nice 1600XL or similar. The Mk4s and Mk5s are less valuable – a 2.3 Ghia or an S model might fetch £10,000 or more, but realistically something like a run-out Crusader for £6500 would be a cannier buy unless you're going to be spending a lot of time on high-speed roads.

The success of the new, larger Cortina meant that Ford could claim a market that lay smack between the poshest Viva and the basic Victor as its own. And this market, popular with reps, had considerable potential. Bespoke designs were planned, but a lack of time and budget meant Vauxhall borrowed the Ascona B almost lock, stock, and barrel from sister company Opel, with only a Wayne Cherry-designed nose very similar to that used on the Manta B coupe to differentiate it. Launched in 1975, Cavaliers came in three initial forms – two and four-door saloons and a two-door coupe, with a three-door coupe targeted at Capri buyers called the Cavalier Sportshatch arriving a few years later. Estate, van and pickup variants were planned – but never came to fruition.

The range was well-stocked – from 1.3 to 2.0 litres, manual and automatic – the Cavalier was a handsome car and one that drove well to boot. Check for corrosion just about everywhere – when sunroofs are fitted, the drains can channel water into the sills and lead to extensive rot from the inside out. Rust can also be trapped in the arches and sill area. Timing chains can rattle on larger-engined models, so keep an ear out – and budget a replacement if necessary. Around £4000-£5000 should be all you need to buy the best saloons, though coupes and Sportshatches can fetch another 20 per cent or so. There's little difference between the latter and the equivalent Opel Manta except for the colour and trim combinations.

**WINNER: Ford: The wider range and more focused marketing made this the rep car to have.**

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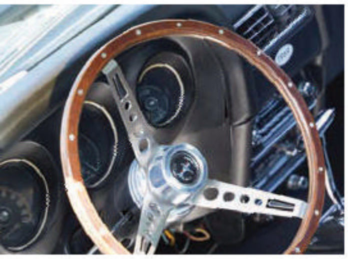

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## FORD CAPRI Mk2/3 v OPEL MANTA B

The car you always promised yourself was looking long in the tooth by 1974. Which was perfectly okay – it was five years old by then, and catering to a decade-old concept. In restyling it for the '70s, Ford added practicality in the form of a hatchback and a more usable back seat, tweaking the shape to fit in with the forthcoming Mk4 Cortina and Mk2 Escort in a bid to attract reps and family men. And just like before, there were plenty of model options, stretching from the basic 1300 all the way up to the range-topping Ghia V6 automatic, with all buyers united by their love of a car as masculine as a rugby scrum. Mercedes-style rear lights and moody twin headlamps were the order of the day for the very successful and effective Mk3 facelift, which would gain a new 2.8-litre injected V6 from the Granada by 1982. Ford finally killed off the Capri in 1986, having continued production for a couple of years solely to satisfy the UK market. Its eventual successor, the Probe, never captured the public imagination in quite the same way.

While the Kent and Pinto engines are perfectly worthy, most people want a V6 – and that makes 3.0 and 2.8i Capris the most desirable and valuable. Mk3s have long been seen as more desirable than Mk2s and hence fetch more. Ten grand buys a decent four-pot car, but really good V6s will set you back something in the region of £25,000, and sometimes as much as double that. A figure in the low teens might be enough for a tidy and useable example, though we'd sooner buy a really nice 2.0 than a rough V6.

Opel saw the Capri and liked the idea – much like sister GM brand Chevrolet had created the Camaro in response to the Mustang, it created the Manta. While we got the odd Manta A in the UK, it was the Manta B that really captured the public imagination. Using the same bodyshells as the Vauxhall Cavalier Coupe and Sportshatch but with a lightning-flash motif and German-chic image, the Manta was the car you bought if you felt a Capri was a little bit common. The car was initially available in the UK with 1.6 and 1.9-litre engines, Britain doing without the top spec GT/E model, which was fitted with an injected 2.0-litre engine from 1979. That would change for 1982, when the unofficially titled Manta 'C' was launched. Known as B2 in Germany, it was a heavily facelifted Manta B with plastic bumpers, new trim options – and for Britain, a new range-topping GT/E variant with a fuel injected 2.0 offering Capri V6 performance at a lower price. The 1.6 was replaced by a new 1.8 from the Cavalier Mk2. While rally-hero Manta 400s get the headlines, they're a bit beyond the scope of this feature – however, the fully loaded Exclusive is not. Effectively a GT/E with twin headlamps and all the options, the model is particularly sought-after.

Check for rot, particularly in the sills of cars fitted with a sunroof. Floorpans can also rust through water absorption into the carpet underlay. Inspect the jacking points, slam panel, battery tray and all the lower extremities carefully, and on the 1.9 and 2.0 models, check for a rattling timing chain. Pay up to around £8000 for a tidy car in standard spec, and around £14,000 for a good GT/E or Exclusive.

**WINNER: Vauxhall: Sorry Capri fans, but the Manta's a better drive – and at the time, German meant upmarket.**

B550 OPR
R479 YRW

The Mk3 Capri and contemporary Manta both have roots back to the 1970s, but remained popular for much of the 1980s too.

The Nova was a fresher overall design than the equivalent Fiesta, but the Ford was the best seller and remained so until very recently.

## FIESTA Mk2/3 v NOVA/CORSA B

After the success of the Mk1 Ford Fiesta, Ford felt that a light mid-term refresh was the way forward. So in 1983, it unleashed the Mk2. The new model offered a lightly revised body, but under the skin the engine bay was widened to accommodate not only the CVH engine but a five-speed box. With Escort derived steering and brakes, it was a more complete car than its predecessor. This was the era of the first Fiesta diesel too, and of the improved XR2 model – both 1.6-litre units making full use of the extra engine bay space.

For 1989 Ford heavily revised the Fiesta for the Mk3 – a new platform with semi-independent rear suspension, new engines and trim levels, and – for the first time – a five door option, addressing a problem Ford had faced against competitors throughout the '80s. The 1989 XR2i heralded the fuel injected era, and would later get the 16-valve Zetec engine. From 1995 Ford replaced the car with the Mk4, but continued the Mk3 for two years as the budget-conscious Fiesta Classic.

While there are plenty of Fiestas around today, they're not all good. Five-door cars offer better value unless you want a sporty model – and both Mk2 and Mk3 can rust. A budget of £3000-£3500 will get you a nice example of either era in standard guise, while a Mk2 XR2 can easily top ten grand and a Mk3 XR2i can fetch £8000-£8500. RS1800 and RS Turbo models can command £15,000 or more in the right condition.

Effectively replacing the Chevette, the Nova brought the dated bottom end of Vauxhall's range right up to the minute when it was launched in 1983. A rebadged version of the Opel Corsa, it offered a wider choice of body styles than the Fiesta's single three-door body, with the initial three-door hatchback and two-door saloon models joined by four-door and five-door versions in 1984. Imported from Spain, it was launched following a seven month industrial dispute with workers at Vauxhall's Luton plant. With petrol engines from 1.0 to 1.6 litres and a 1.5-litre diesel, the model range spanned the prosaic, the sporting and the reasonably plush. The Nova was one of Britain's driving school cars of choice throughout its lifespan, with many new drivers choosing to buy them as a direct result. The Nova continued to 1993 – at which point the next generation Corsa would arrive, gaining Vauxhall badges but without losing the Corsa name. The Corsa B would beget the sporting Tigra, as well as a Holden-based Corsa Cabriolet – both models which offset the fact that the new hatch-only Corsa offered half the body derivatives in its standard range.

You'll pay around £3000-£4000 for a tidy Nova and a little less for an early Corsa – though sporting variants can fetch several times that figure. If the shell is in good shape, there's little else really to go wrong. Check the performance variants for evidence of accident damage such as uneven panel gaps.

**WINNER: Ford (just): Hot versions added interest to a range otherwise as prosaic as the Vauxhall's.**

## ESCORT Mk3/4 v ASTRA Mk1/2

The Mk3 Escort still has many fans, especially in its sportier guises.

The Mk3 of 1980 was a big change for the Ford Escort. Rear-wheel drive became front-wheel drive, the saloon body became a hatch, and the whole thing looked and felt more modern than what had come before. Unfortunately, not all Ford's clients wanted modern. Between this and the Sierra a lot of former Escort and Cortina customers were left unimpressed, and it would take the launch of the four-door, three-box Orion to appease them. That doesn't make the Mk3 a bad car though, and time has allowed the market to mature – these days front wheel drive and a hatchback are far from radical, and the Escort enjoys many admirers. Facelifted into the Mk4 in 1986, it enjoyed a stable following until the Mk5 was launched in 1991.

If you need space, there's a choice of three and five-door estates, while for sun worshippers there was the Escort 1.6i and XR3i cabriolet. With all Mk3 and Mk4 Escorts, rust is the thing you need to be wariest of. Check the sills carefully, also check the arches and the front and rear valances. Mechanically they're pretty reliable, with engines shared with other Ford products meaning that spares are a doddle to get hold of. You'll get a fairly good hatch or estate for around the £3000-£4000 mark, but double that for a tidy convertible. XR3s and RS Turbos are worth more – bank on around £16,000 for the best Mk3 XR3/3i and perhaps twice that for a Series 1 RS Turbo.

As for the Vauxhall range in the early 1980s, things were a little unclear. In Germany, the Astra was the Kadett D – and replaced the Kadett C which had formed the basis of the British-market Chevette. So, the Astra replaced Chevette, right? No – it replaced the ancient HC Viva, with the Chevette kept in production for those suspicious of the new Kadett D/Astra's front-wheel drive. And to confuse matters further, the Opel-badged Kadett D was sold alongside the Astra Mk1 in Britain, beating it to the market by four months in November 1979. Phew!

Available as a two or four-door saloon or as a three and five-door hatch or estate, the Astra Mk1 range was pretty comprehensive – and while the two-door saloon was dropped for the teardrop-shaped Mk2, the Belmont covered the four-door option and the pretty convertible by Bertone joined the line-up. From base to GTE, all Astras drove nicely for their class, and by the end of Mk2 production the range spanned almost a full litre, from 1.2 base to the 2.0 GTE 16-valve.

Rust will always be the thing to watch with Astras. Keep an eye on the sills, wings, and floors as these are the areas most at risk of damage through trapped mud – but they can and will rot just about anywhere if given the opportunity. Trim is getting hard to get hold of for all but the desirable GTE models, so make sure it's all in good order. Hatchbacks and cabriolets are the most desirable – Astra saloons and Belmonts better value. A budget of £3000 -£4000 should have you covered unless you want a GTE, in which case you could be looking at over £20,000 for a Mk1, and five figures for a Mk2 16v.

**WINNER: Vauxhall: The Astra range was simply more interesting than that of the Escort.**

The Mk1 Astra GTE carries a hefty price premium over lesser models.

**FINAL SCORE: FORD 3, VAUXHALL 2.** Sorry Luton, but those Ford fans can't all be wrong. If you've not read the previous feature and want to see whether the MK3 Cavalier can beat the Sierra to level the scores, turn to page 30. CCM

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TRIUMPH TR5 (1967-1968)

# LASTING IMPACT

So much more than a mere stopgap, the short-lived TR5 is now arguably the most sought-after model in the TR range. Here's how to buy a good one.

Words: **Jeff Ruggles** Photography: **Simon Goldsworthy**

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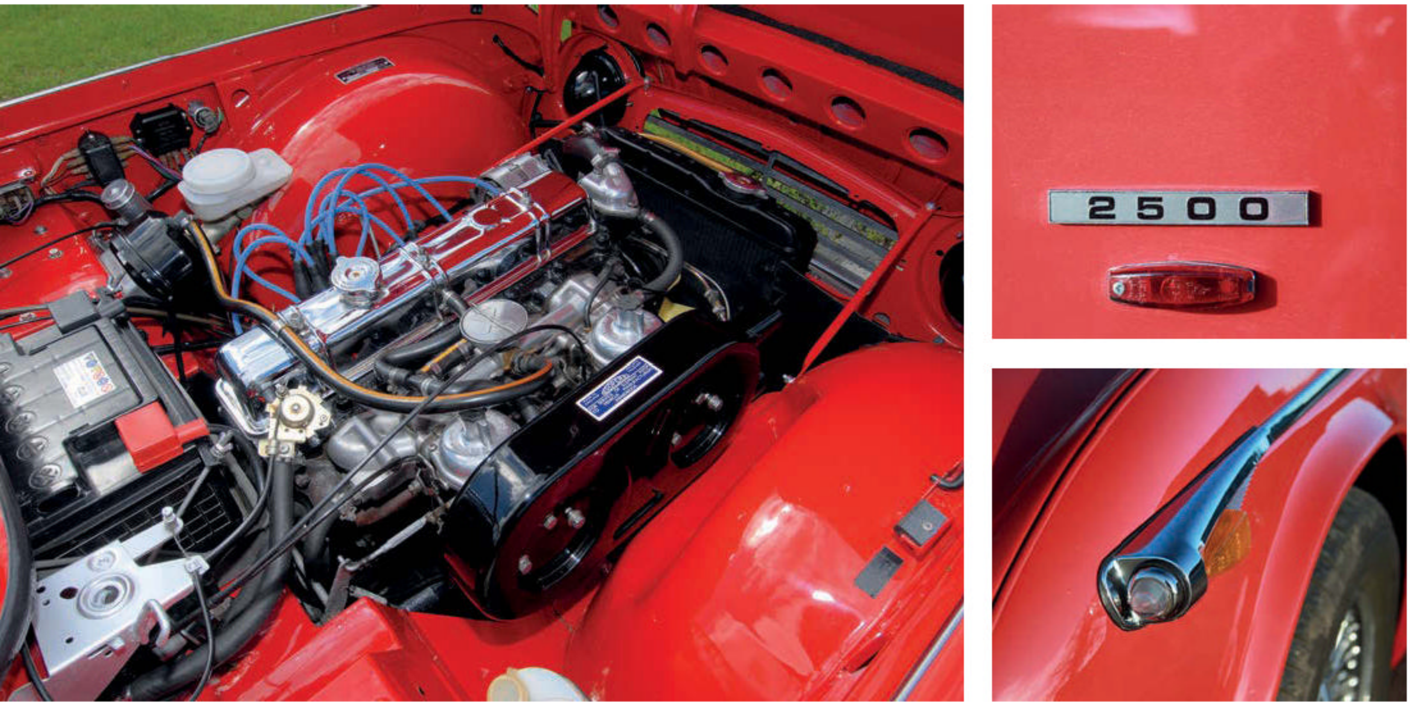
TRIUMPH
OVERDRIVE
TR5PI

Overdrive was a desirable factory option for the TR5, making for better cruising ability.

The TR5 simultaneously marked the end of one era and the beginning of another for Triumph's TR range. While the styling remained familiar, retaining the handsome Michelotti-designed body of the TR4 and TR4A, a 150bhp six-cylinder engine made the car faster than the previous four-pot models and paved the way for the successful TR6 that followed. Manufactured from July 1967, the TR5 was a one-year wonder, but its relative rarity and 'best of both worlds' slot in the range means it's a highly desirable classic.

In truth, its roots extend back even further than the TR4 of 1961, as that essentially took the underpinnings of the TR3 that had been so successful on both sides of the Atlantic and clothed it in a new body. A big change came in 1965, however, when Triumph unveiled the revamped TR4A. Many wore 'IRS' badges in reference to a revamped rear-end chassis set-up that allowed the fitment of a fixed differential unit and fresh mounting points for the semi-trailing rear suspension – which now used coil springs. However, for the more traditional North American market, the majority of TR4As retained a live rear axle set-up.

After the body change and suspension change, it was the TR5 that ushered in an engine change – one that gave it genuine sports car performance. As well as receiving two more cylinders and a capacity boost from 2138cc to 2498cc, the new model gained Lucas fuel injection. However, the TR5 couldn't be sold in North America because of new exhaust emission regulations. Instead, it got the TR250, which had a 104bhp version of the six-pot with twin Stromberg carbs. This was the first



The TR5 boasts a straight-six engine with fuel-injection as standard, meaning strong performance when everything is on song.

and only occurrence of a separate TR name being used for such markets.

September 1968 would see the end of production for both models, with fewer than 12,000 produced in total. However, survivor numbers remain healthy – here's what you need to know when buying one.

## MODEL CHOICE

The US-spec TR250 was made in far greater numbers than the TR5 – 8484 cars to 2947. Do note, however, that the carburettor engine is not only less powerful, but also that rear axle ratios were lower to compensate, plus they are left-hand drive of course. On this note, converted cars tend to be worth a bit less than a home-market TR5.

**AT A GLANCE: TRIUMPH TR5**

| | |
|---|---|
| ENGINES | 2498cc i6 |
| POWER | 150bhp |
| TOP SPEED | 120mph |
| 0-60MPH | 8.2 secs |
| ECONOMY | 20mpg |
| GEARBOX | 4-spd, man |
| LENGTH | 3949mm |
| WIDTH | 1549mm |
| WEIGHT | 1029kg |

Before buying, make sure that you're acquiring a proper TR5. Because they are worth more than TR4s and TR4As, it's not unknown for a six-pot engine to be dropped into a TR4 and passed off as a TR5. A TR5 chassis number will start CP, while CT means it's a TR4, CTC is a TR4A and if it's a TR250 it'll start with CD. The commission plate is located on the nearside front inner wheelarch.

## BODYWORK AND CHASSIS

Panel alignment is the first thing to check. Gaps should be uniform, and if they're not, accident damage, a drooping chassis and/or poor repairs could be the culprit. Corrosion can strike pretty much anywhere, but pay particular attention to the A and B posts, floors and sills. There may be a separate chassis, but sills are still vital to hold the body together properly. New Heritage sills cost around £110 each, but that bill can zoom up to £1500 per side once you factor in the inevitable further restoration work as rot is chased out of the floor, plus preparation and paint. Door fit is the real giveaway to how well a restoration has been carried out. If they're difficult to open or close, that's a mark against the car.

Other areas to check for rot include the battery tray and bulkhead, all four wings – both inner and outer up front – the boot floor and sides, the bootlid lip, the front panel and the bonnet skin. Look carefully for bubbles in the paintwork that hint at corrosion beneath, and also make sure the beading is in place in the seams between the top of the rear wings and the deck; it's sometimes substituted for filler during a restoration.

Ideally, you need to raise the vehicle so the chassis can be inspected, as although it's a sturdy affair, it can still corrode. The front is usually protected by leaked engine oil, but you need to check for stress cracks around the

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suspension mounts as well as kinks from accident damage. The rear is more of an issue, though: Inspect the chassis around the suspension and differential mounts very carefully. Also watch for rot in the front crossmember, gearbox and engine mount areas, and outriggers.

## ENGINE

The six-cylinder suffers from heavy wear to its crankshaft thrust washers, not helped by disengaging the clutch for long periods in traffic. This causes a drop in oil pressure and can result in costly internal damage. Check by getting someone to depress and release the clutch pedal while you watch for fore-and-aft movement of the bottom crankshaft pulley. It should be barely detectable at worst.

Also check the engine for coolant leaks and a rough tickover, and perform a compression test if possible. The fuel injection has had a bad press over the years, and is prone to running rich to the detriment of fuel consumption. As so often though, many of the issues stem from poor maintenance and lack of understanding of the system. It works well if set up properly and can be made reliable.

Before consulting the experts though, there are simple DIY checks you can make. The system relies on both engine vacuum and ignition timing to function properly, so check the timing is spot-on and that the vacuum hoses are intact and connected. It's also useful to check that the valve clearances and camshaft timing are set correctly.

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## EXAMPLE QUOTE

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A common modification is to use a Bosch injection pump in place of the barely sufficient original and a fuel pipe coiled to increase its surface cooling area, which helps cure troublesome vapour locks.

## TRANSMISSION

The four-speed gearbox is a refined unit, but any excessive whining or jumping out of gear when on and off the throttle is bad news and signals the need for a rebuild. Overdrive was a factory option, with the Laycock A set-up operating on second, third and fourth. It can be retro-fitted, but this can be an expensive job, and beware of weaker saloon car overdrives being used that only work on third and fourth. If the overdrive won't engage, it's often just an electrical fault or even low fluid in the gearbox. Note that overdrive on TR250s is very rare.

Meanwhile, baulking when changing gear can be down to the clutch hydraulics not being bled properly. Sometimes the slave cylinder is fitted upside-down, so the bleed nipple faces in the wrong upwards direction.

## RUNNING GEAR

Listen for a noisy differential, which could need reconditioning or replacing. The propshaft and driveshaft universal joints can wear too, so listen for clonks. They're not hard or costly to replace, but wear in the driveshaft splines is more expensive. Upgraded replacements

Replacement interior trim is available, but costs can soon mount up.

## MODEL TIMELINE

**1967:** The TR5 supersedes the TR4A, with a fuel-injected straight-six. North American cars have twin carburettors and are badged TR250.

**1968:** TR5 production ceases ahead of the TR6 launch.

The twin-carb TR250 was produced for the North American market.

## EV SAYS...

### Andrew Evanson

Senior Operations Manager at Lancaster Insurance Services, says:

> ““With both looks and performance on its side, it’s hard not to be tempted by the TR5. For many, it represents the ultimate classic Triumph, and so long as you avoid a bodged example, it’ll be great fun to own.”

are available that are more durable.

The steering should be free of play and be very accurate. A worn rack will cost around £100 to replace, but note that the TR5 used rubber rack mounts, which degrade and allow some sogginess to creep in. A worn rack usually creates clunks, but free play is usually down to tired trunnions. These need regular attention with a heavy oil – not grease – and can seize if they’re not lubricated properly. This then puts a strain on the suspension, mainly the drop link on the wishbone. All TR5 and TR250s had the independent rear suspension set-up – the state of the large trailing arm bushes and the security of the metal around the mounts should be carefully checked. Also check the dampers for leaks, and pay attention to the rear hubs. Any play means they’ll need replacing.

Braking is courtesy of discs at the front and drums at the back. Make sure the car pulls up swiftly without pulling to one side. Handbrakes were always on the feeble side so don’t worry if it seems a little weak, but do leave the car in gear when parked.

## INTERIOR

All interior trim is available on a reproduction basis, while cracks or discolouring to the wooden veneered dash can be sorted within the scope of a keen owner. Plastic dash tops and the lower padded crash bars can crack and wrinkle with age, but replacements are available.

Everything can be also bought to fix any electrical issues, but be wary if the windscreen wipers don’t work properly – motors can be easily replaced but replacing a tired or seized linkage entails removing the dashboard for access. Carpets need checking for dampness – expect a £200 wallet hit if it needs replacing.

Both the TR5 and TR250 were offered as soft and hard top models. If a soft-top hood is worn, you can expect to pay £250-£600 for a replacement depending on what material you fancy. The hardtop cars had a fixed rear window and a removable metal roof section. This set-up is often referred to as a ‘Surrey Top’, but in fact that nametag only originally applied to an optional fabric section that could be used in poor weather if you had left the main roof panel at home. On cars equipped with a hardtop, take a look at how

Unlike the TR4A, the TR5 had its front badge offset on the bonnet rather than on the grille.

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## VALUES

Due to its rarity and performance, the TR5 tends to command higher prices than its TR4/TR4A predecessors and its TR6 successor. Prices rose during the middle of the last decade and seem to have returned to similar levels after a lull, meaning than example that's useable but in need of work is likely to cost around £20,000, and one that's in excellent order but not concours costs around £40,000. For immaculate cars, expect to pay north of £50,000. TR250s tend to be cheaper, with the best examples usually available for under £40,000.

The TR5 was available as a soft-top or a hard-top, the latter with a removable roof section.

## VERDICT

The TR5 is the most expensive of the TR range, but it is a particularly tempting package with its rounded good looks and excellent performance. The short production run ensures exclusivity, but there's excellent parts availability thanks to the number of parts shared with other models, and strong club support from the likes of the TR Register (www.tr-register.co.uk). Of course, there's also the option of the TR250, which can be tuned to give similarly strong performance and is generally more affordable. Either way, you're getting a muscular sporting icon with established classic credentials and a strong helping of aural pleasure. ***CCM***

## OR MAYBE..?

**Triumph TR6**
**Jeff Ruggles, Editor**
An obvious choice, but the TR6's Karmann bodywork cleverly modernised the TR for a new decade. Despite the stylish new front and rear ends, however, the central part of the car essentially remained the same, retaining the TR5's floor, scuttle, windscreen, doors and inner panels. The 6 is heavier and slightly slower than the 5, but the reliability problems were eased, the looks arguably give it more road presence and there's a wider choice of cars available .for keener prices.

**Austin-Healey 3000**
**Andrew Evanson, Lancaster Insurance Services**
The big Healey may have its roots back to the 1950s, but in 3000 guise it was still defining the big-engined British sports car well into the '60s, and new ones were still being sold when the TR5 entered the market in 1967. It's more of a heavyweight than the TR5, but is surprisingly capable over long distances while retaining arguably an even purer sports car experience. Traditionally there was a price premium over the TR5, but that gap has narrowed in recent years.

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# CONTINENTAL SHIFT

Notable for its aerodynamic wedge shape and supreme grand touring ability, BMW's E31 8 Series pushed the boundaries of design and affordability. We look back at its decade of decadence.

Words: **Trinity Francis**

P31 BMW
www.alexandersprestige.co.uk

Current BMW models are often overshadowed by a strange controversy around the enormity of the grille. So, it seems peculiar to reflect on a time when BMW's most insignificant feature was its nostrils. Instead, the wedge-shaped 8 Series is all about pop-up headlights and a smooth pillarless silhouette, a true immortalisation of '80s design.

Intended to take on efforts from established luxury marques like Porsche and Mercedes, BMW's answer to the sports coupe conundrum was the two-door, 2+2, 8 Series. To compete in this market, it had to push the boundaries and present a new model that was technologically ahead of its time.

And it did just that. Launched in 1989 and internally known as the E31, the 8 Series marked several firsts for the road-going automotive sector. It was the first production car to have an advanced on-board computer and multiplex electrical system, as well being the first road car to feature a V12 engine paired with a six-speed manual gearbox. BMW also used CAD (Computer Aided Design), still unusual at the time, to design the car's all-new body.

Save for a door mirror, this 1987 prototype looks almost identical to the production version.

Such ambitious developments for the time were spurred on by an existing model range that was proving successful, and a strong presence in motorsport. Indeed, the E31's initial launch was said to be delayed by three years due to healthy 6 Series sales. Whilst it's commonly thought the E31 was a replacement for the E24 6 Series, it wasn't a direct successor but a new standalone flagship, being a great deal heavier and almost twice the price.

Such an approach seemed well-aligned to a booming late '80s economy, which was initially receptive to an expensive new model that packed with technology. However, things quickly changed. When the car went on sale as the 850i in 1990, the world's economy had gone into recession and the E31 now seemed out of step. It could've all been over having barely begun, but the 8 Series would stay in production for almost a decade, and it's well worth delving into its story.

Prototypes were subjected to extreme conditions as part of a thorough testing programme.

## EARLY DEVELOPMENT

The idea of such of model was originally considered by BMW in 1981, with the aim of appealing to a new audience looking for large, luxury, sporty coupes. The green light was given three years later, with in-house designer, Klaus Kapitza, giving the car a much more angular and chiselled design than the 6 Series.

BMW managed to spend around eight years and a huge estimated 1.5 billion Deutsche Marks on development for the 8 Series. Towards the end of the

The E31 8 Series was a radical departure from the familiar styling of previous coupe models.

pre-production process in 1987, several prototypes were created to test the E31 to its limits. The hand-crafted prototypes were very costly to develop, and most ended up crumpled against a wall.

Crash testing was an important part of the testing regime followed by endurance performance analysis, focusing on the robustness of the mechanicals. It appears the internal computer technology didn't undergo such rigorous testing, but the engines were built to last.

Key attention was paid to the North American market, and to prepare the 8 Series for sales across the pond, a testing programme was developed to show how capable the E31 would be in America's extreme climate. Death Valley was the chosen site for extreme heat testing with temperatures up to 50°C. Here, the engine was run at full throttle for hours at a time and then left to idle in the sun for at least another hour. Naturally, the test vehicle was painted in black to simulate the maximum amount of heat absorption.

American mountain routes with drastic temperature and air pressure changes were utilised before testing shifted to the opposite end of the spectrum. The E31 was taken to polar regions to bulletproof the vehicle against the effects of the cold and closer to its birthplace in Germany, the E31 graced the Nürburgring.

In keeping with BMW's focus on technology, testing also included computer-controlled test benches that could simulate real tracks. These were used to assess body stiffness and the 5000 test miles on the advanced test benches covered up to 90,000 miles of real-world driving.

## THE M8

Plans for an M8 variant were ultimately never realised, but not before a full M8 prototype was completed in 1991. Intended as a focused driving machine, the M8 received several weight saving measures to improve handling and performance. The door panels, bonnet and bootlid were made from carbon fibre and the glass was replaced with Plexiglas. Inside, the interior was stripped of any unnecessary frills including air conditioning, and the front seats were upgraded to racing buckets.

Unlike the classic E31 design, B-pillars were added to increase rigidity. Even the iconic popup headlights were ditched, and the headlamp unit was reconfigured in the front bumper. Overall, weight saving measures brought the car down to 1450kg, a saving of around 400kg from the standard model. Some believe a production M8 would have been a credible Ferrari F40 rival, taking the luxury coupe into a different echelon.

There's some confusion over the engine, but under the bonnet was a one-off 6.0-litre V12 offering 550bhp and 370lb.ft of torque. The engine concept dubbed S70/1 had two cams per bank with 48 valves, and was significantly more powerful than any other offering in a road-going BMW M car of the time.

In 1992 BMW also began offering the 850CSi which carried the S70 engine. It was essentially a single cam version of the S70/1, with 24 valves and a reduction down to 5.6 litres.

As the M8 was halted before it could make its way onto the production line, it was largely kept under wraps, with no public reveal or acknowledgement until 2010. Since then, the single prototype has made a handful of appearances at concours events, remaining part of the BMW's collection.

## ALPINA

While the M8 would never materialise, there were a limited number of aftermarket alterations to squeeze more horses out of the E31. The renowned tuning company Alpina is well known for working on BMW models and the original 8 Series was no exception.

Two variants were created: the Alpina B12 5.0, based on the 850i and the B12 5.7 on the 850CSi. Born at the Alpina factory in Buchloe a few months after the regular model was launched, the 5.0 was paired with a four-speed xxxautomatic gearbox, while the 5.7 of 1992 had a six-speed manual.

Both versions were very rare with just 97 5.0s produced and only 57 5.7s. The Alpina specification was a stunning enhancement of the factory model and Alpina details on the bodywork and interior made the cars stand out straightaway. Of course, the classic 20-spoke alloy wheels gave the game away that they were Alpina versions. The B12 also had a vented carbon-fibre bonnet.

On top of cosmetic alterations, the Alpinas came with new Mahle pistons, camshafts, and improved cylinder heads. For the 5.0, this released an additional 50bhp, pushing the total up to 350bhp and unlocking 0-60mph in 6.8 seconds, while the 5.7 had 416bhp and could manage 0-60mph in 5.8 seconds. Altered springs and Bilstein dampers also helped to improve handling.

OAL B 12
ALPINA

The E31 was one of the first BMWs to use the manufacturer's five-link rear suspension.

## MODEL LINE UP

Once the testing programme was complete the 8 Series was ready for production, being launched at the Frankfurt Motor Show in 1989 and put on sale the following year.

Initially, it was only available as the 850i. This was equipped with a 5.0-litre V12, the second post-war German car to be fitted with a 12-cylinder engine following the 750i of 1987. The 24-valve M70 engine had a power output of 300bhp and 332lb.ft of torque, giving it a 0-62mph time of 6.8 seconds and a top speed of 155mph which all E31s were electronically limited to. These were impressive statistics considering the car weighed in at 1790kg.

The rear wheels propelled the vehicle and the E31 was one of the first BMWs to use the five-link rear suspension set-up. It came with either a six-speed manual or four-speed automatic transmission, and the 850i also came with automatic stability control plus traction and speed-sensitive power steering.

The 850i was the sole available model at first, featuring the 5.0-litre V12 engine.

Sadly, the E31 convertible wasn't deemed economically viable for production.

Little over a week after its Frankfurt debut, the 8 Series had attracted 5000 orders and considerable interest. The motoring press of the time greeted it with enthusiasm and the German car magazine *auto motor und sport* commented: "BMW has given the 850i all the high-tech weaponry it needs to take top spot." This was a promising response to BMW's aim of taking on Porsche and Mercedes-Benz.

Relishing the chassis technology in the 8 Series, *Auto Bild* magazine explained: "It needs to be experienced to be believed, preferably through high-speed corners on the motorway: bumps, expansion joints – shocks that are sure to trigger sudden jolts of adrenaline in other cars – leave the 850i driver totally unruffled."

The E31 was already well-equipped and as production continued, options and standard equipment became more innovative, including 'Sport' and 'Comfort' modes that altered the suspension and throttle feel, firming up and becoming more responsive in 'Sport' mode. This was thanks to the Electronic Damper Control (EDC) system that was available from the spring of 1990.

Before long though, sales of the 8 Series were affected by the global

## MCLAREN F1 ENGINE

Fortunately, the development for the M8's engine was not entirely wasted. Instead, a partnership with McLaren inspired a new engine.

It's a common misconception that the M8 engine powered the McLaren F1, but the S70/2 used in the McLaren F1 was not based directly on the prototype 48-valve V12 used in the M8, and was a completely new design.

With the existing V12 deemed too big and heavy, BMW tweaked the design to make it shorter and lighter, with power to weight a key consideration. The result was a 6.1-litre naturally aspirated V12 with 618bhp and 479lb.ft of torque. To cope with the extreme heat output, the engine bay had to be lined with gold to stop the engine from cooking.

This was a highly successful project that produced the fastest naturally aspirated production car in the world, topping out at an astonishing 240mph and rocketing from 0-62mph in just 3.2 seconds.

In 1993, the range was expanded to include the 840Ci with a 4.0-litre V8, later enlarged to 4.4 litres.

recession of the early 1990s, the Persian Gulf War and energy price spikes, meaning folk didn't really want a gas-guzzler powered by a 5-litre V12. Indeed, by the time 1991 rolled around, plans for the maximum performance, top-of-the-range M8 had to be put on hold. After all, the E31 was already an expensive proposition to begin with; an 850i costing £61,495 in 1992 – £13,500 more than its nearest V12-engined rival, the 6.0-litre Jaguar XJR-S.

Instead, the M division was tasked with creating the 850CSi, the closest the E31 ever got to an M Sport iteration. Produced from 1992, the 850CSi took its place in spirit as the M8 that never was. As the most powerful model in the line-up, performance had to be close to the ambitions of the M8.

Offered only with a six-speed manual gearbox that remained largely unchanged throughout the 8 Series' life, the 850CSi had a 5.6-litre, 380bhp, V12 S70 engine with 24 valves. Paired with 406lb.ft of torque the CSi took the 0-60mph time to just under six seconds. But it wasn't just an opportunity to add power, it was another chance to showcase BMW's new technology, designed to enhance the sports car driving experience.

Active rear axle kinematics was an

## KOENIG EDITIONS

Generally well known for its Porsche modifications, Koenig also worked on models from Ferrari, Mercedes, and BMW. Based in Munich, the aftermarket specialist was ideally placed nearby the BMW manufacturing plant where the E31 was created.

Known as the KS8, this limited run of E31s were based on the 850i. Working with a V12 engine, the power was upped from around 300bhp to 450bhp by adding a supercharger. Externally, the body kit was more aggressive with larger arches and redesigned front and rear skirts.

To fully appreciate the KS8 in all its sporting glory, other modifications included a sports exhaust system and an extra loud racing version, sports suspension with new shocks and springs, and BBS aluminium wheels. Of course, these upgrades were quite expensive, so not many vehicles were commissioned for full aftermarket alterations with Koenig.

Scarcer than the E31s tuned by Alpina, there were reportedly only three right-hand drive Koenig Specials versions produced. The total number of Koenig models is disputed but it's likely to be under 20 altogether.

UK-market cars were offered solely with the M62 V8 engine for the final few years.

The E31's wedge-shaped profile and pop-up lights are obvious signs of its 1980s origins.

option for the 850i but was standard on the CSi, and enabled the rear wheels to respond to the vehicle's positioning. Essentially, this rear wheel steering set-up improved directional stability in corners and balanced out sudden movements. The electrohydraulic system was a predecessor to the integral active steering used in modern 5, 6 and 7 Series cars.

The rest of the CSi was moulded to suit the requirements of the extra power output and the body was tweaked to optimise airflow and improve aerodynamics. This resulted in redesigned front and rear bumpers and staggered 'Throwing Star' wheels.

In Europe the 850CSi was treated to a two-tone interior, with sports seats, an engine oil cooler and ventilated brakes to cope with the upgraded performance. Although the 850CSi would never compare to the M8, it was a much more affordable way to make the E31 sportier, and crucially, made the 8 Series lighter and sharper.

Following the introduction of the CSi, the 850i was renamed to 850Ci.

The trademark BMW kidney grilles are still there, but are pleasingly diminutive.

## CAD SOFTWARE

Computer Aided Design (CAD) is considered common practice now and with technology developing so quickly, design is even aided by virtual reality and artificial intelligence software. But back in the '80s, CAD was still revolutionary, and the 8 Series is often claimed to be the first production car to be entirely designed on a computer.

Not only did this method of design contribute to the E31's low drag coefficient, but its technologically advanced ethos was present throughout the production process. The internal electronics haven't necessarily stood the test of time, but the design process set the standard for future BMW models and the wider car design community.

To compete with rival manufacturers, the goal for the E31 was to achieve a drag coefficient under 0.3, so its swooping lines weren't just for added style points. Thanks to its 'shark nose' design and extensive wind tunnel testing, the final figures showed a drag coefficient of 0.29.

The sleek design was complemented by a lack of B-pillars, continuing the sloping silhouette without interruption. This decision brought about a redesign of the seat belt mechanism, instead of attaching to the B-pillar, it had to be integrated into the seats.

With so much glass on show, it was key to make sure it all operated smoothly. All windows retracted fully, and this was the first model with front windows that automatically responded to the door opening and closing. The windows would lower slightly when the door was being opened and close when it was fully shut. This protected the frameless glass, improved the seal around the door and reduced wind noise.

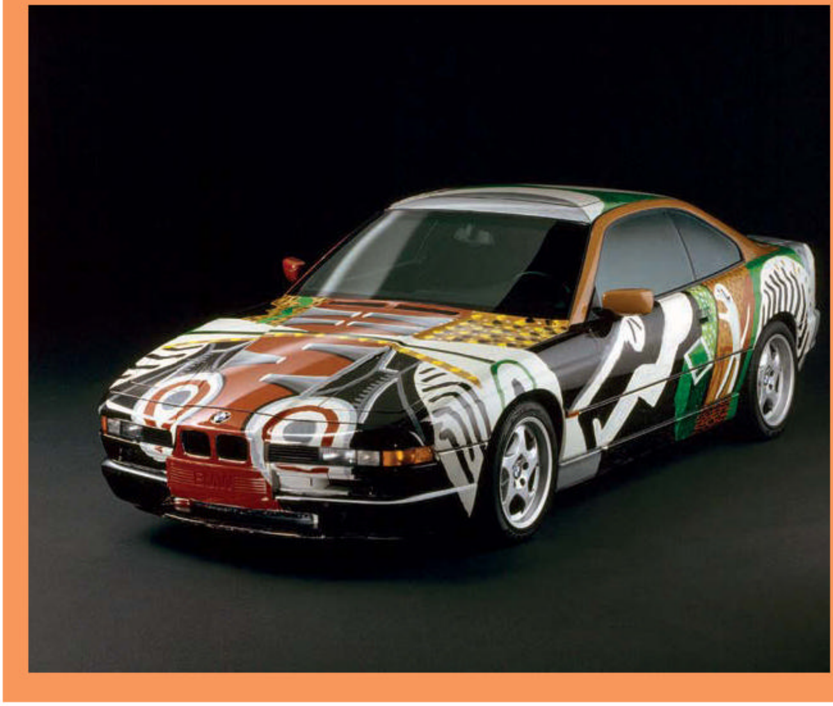
## 850CSI ART CAR

BMW's famed art car collection was founded in 1975, the first car being an E9 3.0 CSL painted by Alexander Calder. Since then, BMW has commissioned around 20 art cars by famous artists of the period, including Andy Warhol, Roy Lichtenstein and more recently Jeff Koons.

As part of this collection, in 1995, David Hockney was the 14th artist commissioned to paint a BMW and his canvas was the range-topping 850CSi. Hockney commented, "BMW gave me a model of the car and I looked at it time and time again. Finally, I thought it would be a good idea to show the car as if one could see inside."

With this in mind, the driver is visible through the door and Hockey's dachshund, Stanley, was painted as if he's perched on the rear seat. An abstract landscape was created to give the illusion of driving through the countryside and the bonnet shows a recreation of the engine's intake manifold.

To preserve the artwork and car, it's never been driven on the road or a track. But it regularly travels around the world to be displayed in different collections and as part of prominent exhibitions.



## DID YOU KNOW?

- An entry level 830i was proposed in 1992 with a 3.0-litre V8 engine but ultimately it was underpowered with 218bhp, and production lasted only a few months. Just 18 were built in total before it was pulled from the 8 Series line up.
- Several tuning companies tweaked the E31, including German brand AC Schnitzer. The 850i received a new aero package and AC Schnitzer badge details on the grille.
- Another tuning company to make its mark on the 8 Series was Gemballa. Whilst the firm mostly worked with Porsche models, it modified an 850i and painted it an interesting shade of blue with matching wheels.
- The Sultan of Brunei is believed to have owned an 850Ci in Maldives Blue Metallic, which is thought to be the only right-hand drive model finished in this unusual colour.
- A convertible 8 Series was also in the works but just like the M8, it wasn't deemed economically viable for production. An 850i cabrio prototype finished in red now lives at the BMW Museum in Munich.
- Despite the option of a six-speed transmission, the large majority of E31s were paired with automatic gearboxes. Only one sixth of E31s had a manual gearbox, making these versions highly sought after today.
- Apparently, George Michael, Prince and even Jim Bowen all had an E31 8 Series!

The 'C' is said to denote the coupe body type, which BMW used to indicate other coupe models until the mid-2000s. The new badge also came with a number of upgrades to the standard and optional equipment. Airbags for the driver and passenger were now included, the automatic gearbox had adaptive control and Dynamic Stability Control (DSC) was an optional extra.

### NEW ENTRY POINT

Perhaps the more important milestone came in 1993, however, with the launch of a new entry-level 8 Series model. Powered by a 4.0-litre V8 M60 engine capable of 282bhp and 300lb.ft of torque, the 840Ci was intended to be a more economical option that could still deliver sports car performance. A couple of years later, the 840Ci got a slightly larger 4.4-litre M62 V8 with similar horsepower but more torque. There were plans to introduce an entry-level model with a smaller 3.0-litre V8 that was used in the 530i and 730i at the time, but BMW opted to scrap this in favour of the 840.

By the autumn of 1994, the 850Ci had been treated to a new engine in the form of the M73 unit, a 5.4-litre V12 that was developed on the basis of the old M70 unit and pushed power up to 326bhp. Customers could also specify a new five-speed automatic gearbox. The UK didn't officially receive the 850Ci fitted with the M73 engine, meaning that was it for the regular non-CSi V12 model in Britain. It did continue until 1999 in other markets, however, and a few have been imported to these shores.

Production of the 850CSi would

cease in late 1996 because the S70 engine could not be modified to comply with new emission regulations without substantial re-engineering. That left just the 840Ci until it was joined in 1997 by a Sport version with lowered suspension and the 850CSi's bodykit, but no more power. All told the E31 would stay in production until in 1999, which was a particularly good showing given its troubled period at the beginning of the decade.

In total, 30,621 E31s were produced, the vast majority of which were made at BMW's Dingolfing Plant. For 24 vehicles destined for South African owners, these were assembled in BMW's Rosslyn plant. This was deemed a more cost-effective solution than importing the vehicles and incurring tax duties. And although the 8 Series was sold in America, it was far more successful with a European demographic. BMW stopped sales of the E31 stateside in 1997, with just over 7000 units sold.

Despite those early economy concerns, more than two thirds of all the BMW 8 Series Coupes produced were 12-cylinder models. The top-of-the-line BMW 850CSi accounted for 1510 units, and remains the undoubted star of the main production models. **CCM**

840Ci
850Ci
850CSi

At its peak, there were three main models in the range: the 840Ci, 850Ci and 850CSi.

## SPECIFICATIONS

| MODEL | 840CI | 840CI | 850I/CI | 850CI | 850CSI |
|---|---|---|---|---|---|
| PRODUCTION YEARS | 1993-1996 | 1995-1999 | 1989-1994 | 1994-1999 | 1992-1996 |
| ENGINE | 4.0L V8 - M60 | 4.4L V8 - M62 | 5.0L V12 - M70 | 5.4L V12 - M73 | 5.6L V12 - S70 |
| MAX POWER (BHP) | 286 | 286 | 300 | 326 | 380 |
| MAX TORQUE (LB.FT) | 295 | 310 | 332 | 360 | 406 |
| TOP SPEED (MPH) | 155 | 155 | 155 | 155 | 155 |
| 0-60MPH (SECS) | 6.9 | 6.9-7.0 | 6.8-7.4 | 6.3 | 5.9 |
| TRANSMISSION | Six-speed manual/five-speed automatic | Six-speed manual/five-speed automatic | Six-speed manual/four-speed automatic | Five-speed automatic | Six-speed manual |
| LENGTH (M) | 4.78 | 4.78 | 4.78 | 4.78 | 4.78 |
| WIDTH (M) | 1.86 | 1.86 | 1.86 | 1.86 | 1.86 |
| WEIGHT (KG) | 1780 | 1780-1820 | 1790 | 1880 | 1900 |

# STAFF CLASSICS

Checking in on our eclectic company fleet.

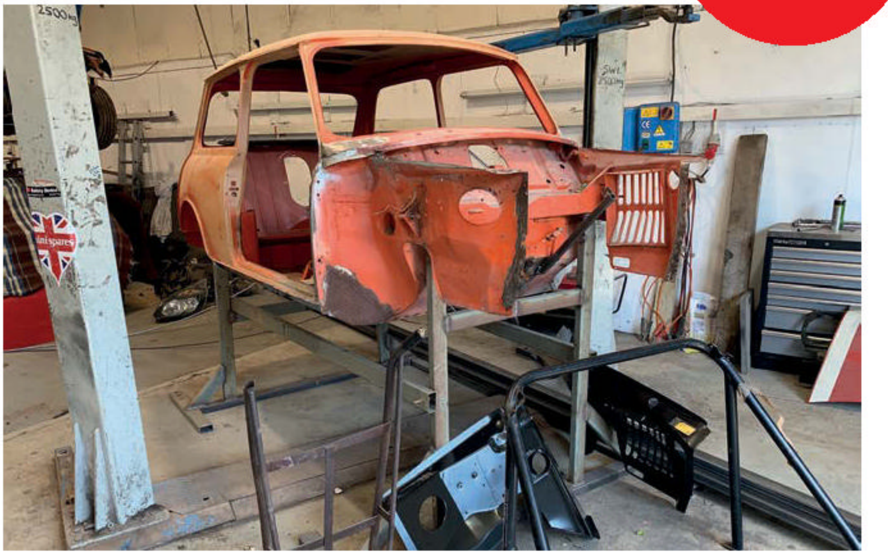
See more of our project cars on our Classics World YouTube channel at www.youtube.com/ClassicsWorldUK

**Jeff Ruggles, Editor**

## REPORTING ON:
## 1972 MINI 1275 GT

With the recent bad weather and various deadlines to worry about, work on the Kelsey fleet of classics has been limited over the past few weeks. So for that reason, you'll have to excuse me for another update on my own long-term Mini 1275 GT project. Sadly, as this is the final issue of *Classic Car Mart*, you won't see the finished article on these pages. However, rest assured that good progress is being made.

Last time, back in the October 2022 issue, I was pleased to report that the metalwork was now drawing to a close, having had plenty of attention over the last 17 years. Yep, that's almost two decades, not helped by the fact I've become pickier and pickier about the work being done over the years. As a result, it's had a new floor twice and no fewer than three front ends, not to mention sills, a boot floor, seat base, A-panels, doorsteps, scuttle and just about anything else you could think of. Fortunately, Ryan Cowley at Classic and Sport near Tamworth has been responsible for the most recent work, and I'm delighted with it.



The car has now had three front ends fitted in 17 years, without ever seeing the road.

Various new panels include a complete new boot floor and rear seat base.

Any original 1972 metal remaining – and there was still some – still wore a coat of thick high-build primer applied back in 2006. And while primer is porous, I was reasonably confident I'd been careful enough to avoid any moisture creeping in. Not so as it turned out, for Ryan discovered several rust spiders when stripping it back. That meant the whole car would have to be bare-metalled to avoid any issues in future, so he duly got to work.

There's still a fair bit of work to do before the shell can be coated in fetching BL Blaze and a whole lot more before the Mini can hit the road for the first time since 1996, but all the hard work should pay off in the long run. Keep an eye on our sister titles *Classic Car Buyer* and *MiniWorld* in future, as with any luck the finished car will appear in print before another 17 years has elapsed. CCM

Tiny rust spiders under old primer meant the GT's shell had to be taken back to bare metal.

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ALFA GT (2003-2010)

# DRESSED TO IMPRESS

Few cars can do style and character quite like an Alfa Romeo, and this emerging modern classics is now temptingly affordable.

Words: **Chris Randall**

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The GT's attractive Bertone-penned styling belies its reliance on parts from other models.

Alfa Romeo's range at the turn of the millennium offered some tempting choices – 156 and GTV amongst them – but in 2003 the decision became a little harder with the launch of the GT. Making its debut at that year's Geneva Motor Show and going into production at Pomigliano d'Arco in the November, the new coupe borrowed the Fiat C platform also used for the 156 and clothed it in attractive bodywork penned by Bertone. The result was a model that not only looked good but boasted a decent helping of practicality, even if rear accommodation was a little on the tight side for some adults.

But for many of the 'Alfisti' it's what's under the bonnet that really matters, and the GT didn't disappoint. During its run the car was available with a pair of four-cylinder petrol units in the form of the 1.8TS with 138bhp and the 2.0JTS with 163bhp, and while the former wasn't all that quick it was a willing enough unit. Rather more special was the 3.2-litre 'Busso' V6 that not only sounded great but turned the new coupe into a genuine 150mph car. The final option was a turbocharged 1.9-litre diesel in 148bhp and 168bhp flavours, and while some enthusiasts scoffed, it was a punchy unit that gave decent performance with 45mpg economy. And whichever engine you plumped for you'd have benefitted from lively handling, the full gamut of electronic safety aids, and a cabin packed with plenty of standard kit, with most buyers delving into the options list to add the likes of leather trim. Almost 81,000 were made before production ended in 2010, and with a decent second-hand supply and affordable prices it's an appealing way to get an Alfa Romeo on your driveway without breaking the bank.

## BODYWORK

While there's no need to trot out the usual clichés about rusty Italian cars, the issue of corrosion isn't one that can be completely ignored. An example that's been well cared for shouldn't be suffering unduly, but the sills are a common grot spot. The sound-deadening material within them can trap moisture, with inevitable consequences. If the sills are rot-free so far then it's best to have the stuff removed, with access possible by removing the rear interior panels. A check of the floorpan is

Alfa Romeo
16V TWIN SPARK

The 1.8-litre Twin Spark engine is a rare find in UK-market cars, but is a solid choice.

## MODEL TIMELINE

2003: The GT is introduced at the Geneva Motor Show, before going on sale in 2004. Initially it's available with 2.0-litre JTS, 3.2-litre V6 and 1.9-litre diesel engines.

2006: 1.9 JTD Q2 version launched with a limited-slip differential.

2007: New Black Line trim level made available. 1.8-litre Twin Spark engine now an option, V6 engine dropped.

2008: Cloverleaf launched with new trim, lowered suspension, bodykit, and 18-inch alloy wheels.

2010: Production of the GT ceases.

wise, too, as there are drain holes ahead of the rear wheels that can harbour rust and it's a good idea to remove the wheelarch liners if you can to make sure all's well around the suspension mounting points and inner wings.

Those areas aside, the bodywork should be holding up well so just check overall panel fit, look for evidence of previous repair, and ensure that the panels and bumpers aren't suffering from the usual dings, scrapes or peeling lacquer. There's a reasonable supply of second-hand parts, so sourcing items such as mirrors and light units shouldn't be too difficult, although the xenon lamps can be pricey.

### AT A GLANCE: ALFA ROMEO GT

| | |
|---|---|
| ENGINES | Petrol:<br>1747cc i4<br>1970cc i4<br>3179cc V6<br>Diesel<br>1910cc i4 |
| GEARBOX | 5-spd manual<br>6-spd manual<br>5-spd Selespeed auto |
| POWER | 140-240bhp |
| TOP SPEED | 124-151mph |
| 0-62MPH | 6.7-10.6secs |
| ECONOMY | 23-45mpg |
| LENGTH | 4489mm |
| WIDTH | 1763mm |
| WEIGHT | 1300-1410kg |

## ENGINE

There are no duffers amongst the engines but all require proper maintenance, so if you think the previous owner has skimped then find another car. The crucial thing is having cam belts replaced on time, which means every 36,000 miles/three years on four-cylinder motors (Alfa revised the interval from 72,000 miles) with 60,000 miles/five years being a sensible timescale for the V6 and diesel, both of which should have the water pump replaced at the same time. Budget £350-£400 at a specialist for smaller motors, with the more complicated V6 closer to £700.

Other issues affecting four-cylinder petrols include tired and rattling cam variators and high oil consumption on the Twin Spark unit, while 2.0-litre JTS engines suffer from failed coil packs, causing a misfire, and faulty fuel injectors. Also keep an eye out for engine warning lights indicating issues with failed lambda sensors and a faulty air flow meter causing poor running (budget £150-£200 for a new part). It's also sensible to ensure the cooling system hasn't been neglected, and that the V6 isn't showing any signs of compromised head gaskets. And bear in mind that the packed engine bay makes DIY maintenance on the V6 a much trickier proposition.

As for the diesel, it's fundamentally a tough unit, although watch for turbocharger and EGR valve issues which can prove costly to fix; sluggish performance or excessive exhaust smoke should ring alarm bells. There's also the risk of induction swirl flaps – originally plastic but swapped for stainless steel items later on – breaking up and being ingested into the engine with disastrous consequences. Removing them is the safest fix but it's quite labour-intensive. Finally, a recall issued in 2007 addressed the possibility of a chafed hose between the fuel filter and high-pressure pump, so check carefully for signs of leaks.

## GEARBOX

Transmission-wise, the manual gearboxes aren't inherently problematic so just ensure the shift isn't obstructive or that synchromesh hasn't begun to disappear on high-mileage cars. Clutch replacement is £500-£600, but it's also worth checking the security of the connection between the pedal and master cylinder; a recall in 2006 concerned a clip becoming detached. The Selespeed automated-manual 'box is relatively rare on GTs but tread carefully if you fancy one as issues with control electronics, the pump or actuators can rack-up a hefty bill. Finally, the powerful V6 gives the differential a hard time so consider retro-fitting Alfa's Q2 limited-slip item at a cost of £800-£1000.

## RUNNING GEAR

Alfa equipped the GT with double wishbone suspension up front and MacPherson struts at the rear, and while it delivers entertaining handling there are a few issues worth watching for. One of which is worn inner bushes on the upper wishbones, given away by squeaks and creaks that seem to emanate from behind the dashboard. New wishbones are less than £100 but DIY fitting can be a fiddly affair. You'll also want to check for the usual signs of wear and tear, such as worn anti-roll bar bushes and drop links, while at the rear it's worth examining the tyres for unusual wear on the inner edge (accompanied by a noise like a worn wheel bearing) pointing to rear hub bushes that are past their best. The rear radius arm bushes are another common wear point, and while you're there examine the struts for signs of corrosion in the spring pans (they collect water and rot-out). It's not unusual to find aftermarket suspension parts have been fitted, which is no problem as long as they are quality bits.

As for the brakes, aside from corrosion on the inner surface of the discs and general neglect there shouldn't really be anything to worry about it. The same applies to the steering which is trouble-free, but the last check to make is for any warning lights relating to the anti-lock brakes and Vehicle Dynamic Control traction control system; costs can soon add-up if repairs are needed.

## TRIM AND ELECTRICS

The GT essentially shared its dashboard and other interior trim with the 147, which is no bad thing – it gave the cabin a stylish look, and the fact that most buyers opted for leather further boosted the ambience. Material quality was reasonably good too, so it's really just a matter of giving it all a thorough once-over to ensure that plastics haven't been damaged or seat bolsters excessively scuffed. Unfortunately, you'll probably have to put up with a few trim rattles and creaks but the GT is no worse than most rivals in this respect. We've already alluded to the generous equipment levels, and while it means plenty of gadgets for the cash it does mean being diligent when it comes to checking everything works. Most failures are simply a result of age and neglect, but pressing every switch and button is a wise move with particular attention paid to items such as electric windows, heated seats and climate-control

Although not quite as poised as rivals, the GT is entertaining to drive. The V6 can be a handful.

**Quotation supplied by Lancaster Insurance Services**
**www.lancasterinsurance.co.uk**
**Tel: 01480 809176**

## EXAMPLE QUOTE

**2004 Alfa Romeo 2.0 GT, value £3000 – £209.19 or £227.18 with agreed value.**

Based on 45-year old, with a second vehicle. It's garaged, covers 3000 miles a year and lives in an SP2 postcode. They have no claims or convictions, are a club member, and are employed as a marketing manager.

**Disclaimer:** Subject to underwriting criteria. An additional charge may be payable. Authorised and regulated by the Financial Conduct Authority.

systems. Other issues are likely to just be of the random and annoying variety, such as broken seat-back release cables, but that one's a fairly straightforward fix.

## VALUES

The GT represents excellent value, especially as useable ones can be had for little under £1500 with a little searching. At that price the car will likely need TLC and could have a moon-shot mileage, so if you can stretch to twice that amount you'll find a reasonable choice of petrol and diesel examples – it's a fairly even split on the used market – including a few one-owner cars. Nearer £4000 secures a 2007/08 model with a sub-100k mileage and possibly in desirable Blackline trim, while £4500-£6000 gets you something a year or two newer in excellent condition and with around 60k miles on the clock. If you must have a V6 - and we wouldn't blame you – then budget £7000-£8000 for a very nice one, although you might have to search a bit harder. At the top end, prices have softened a touch as the GT's Brera stablemate increasingly comes into range as an alternative, so it's rare to see a GT crack five figures unless its perfect.

## VERDICT

The characterful GT combines relative rarity and attractive looks with surprising practicality and affordability. Like many Alfas it's beautiful but flawed; designed with flair but perhaps lacking a little in durability and prone to rusty sills. The GT can't quite match the driving dynamics of German rivals either, with the V6 especially pushing the limits of its underpinnings, but it's still an enjoyable steer and is cheaper to buy than a BMW or Mercedes. Buy a good one and you should be onto a winner, with future classic status assured by both the badge and the styling. **CCM**

## EV SAYS...

### Andrew Evanson

Senior Operations Manager at Lancaster Insurance Services, says:

"Attractive and characterful, the Alfa Romeo GT is an emerging modern classic that's bound to become increasingly sought-after."

## THANKS TO:

Kirsty Hodson at the Alfa Romeo Owners Club and specialists, Alfa Aid, (www.alfaaid.co.uk) for their help with this feature

## OR MAYBE..?

**Mazda RX-8**

**Jeff Ruggles, Editor**

The rotary-powered RX-8 has a lot in its favour, with its neat four-door layout, impressive handling and strong turn of pace, especially in range-topping 237bhp guise. Sure, there are flaws – the engine lacks torque and needs to be revved hard, and there's the troublesome reliability, oil thirst, rust and big bills when things go wrong. Indeed, the Mazda flips the usual order on its head by being a far riskier buy than the Alfa, but a good example is more rewarding when it's on song.

**Audi TT**

**Andrew Evanson, Lancaster Insurance Services**

The first-generation TT arrived almost five years before the Alfa GT, but similar prices put them in the same catchment area these days, and both offer the option of a 3.2-litre six pot motor. Boasting iconic styling, great interiors, punchy engines and the bonus of four-wheel drive for most examples, the Mk1 TT makes for an accomplished coupe that will surely appreciate in value. However, it's smaller inside and perhaps a bit too clinical compared to the Alfa, and thus lacks some of the Italian offering's character.

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**1933 ROLLS-ROYCE 20/25 SEDANCA DE VILLE BY H.J MULLINER** Finished in two tone green and black. Beige hide interior. Maintained to the highest of standards. Without doubt the finest example we have seen. Perfect for showing and touring. .......................................................... **£89,000**

**1976 ROLLS-ROYCE SILVER SHADOW.** Finished in Caribbean blue with Blue Hide Interior, Covered 65,000 with full and comprehensive history. Truly outstanding condition throughout.............................................**£36,000**

**1992 BENTLEY CONTINENTAL R** Finished in Cobalt Blue with Magnolia piped Blue interior, 44,000 miles. Known to ourselves. Maintained by main agents and marque specialists. An exceptional example ...............................................................................................**£42,000**

**1962 BENTLEY S3** Finished in Silver over Green with Grey Hide Interior Maintained by marque specialists. Low ownership example.......**£58,000**

**1977 ROLLS-ROYCE SILVER SHADOW 2** finished in Champagne with Beige Hide interior. Covered just 63,000 with comprehensive history file. Every MOT. An eye catching example in beautiful condition throughout .........................................................**£32,000**

**1962 BENTLEY S3** Finished in Midnight Blue with Blue Grey Hide Interior. A very smart example...........................................**£58,000**

**1964 ROLLS-ROYCE SILVER CLOUD III** finished in Astral Blue over Shell Grey, 104,000 miles, Blue Hide Interior, Air Conditioning. Beautiful original condition................................................**£78,000**

**1965 ROLLS-ROYCE SILVER CLOUD III** Finished in Silica over Cardinal Red with Beige Hide Interior. Ex Foyles Bookshop family car for 35 years. A beautiful example ..........................................**£85,000**

**1939 TRIUMPH DOLOMITE ROADSTER 14/65** Finished in Red with Beige hide interior One family ownership for 55 years. One of just 12 examples in existence. Simply stunning....................................... **£75,000**

**1970 ROLLS-ROYCE SILVER SHADOW I** Finished in Middle Coach Green with Scarlet Hide Interior. Just 3 owners from new. Impressive history file. A highly original and eye-catching example .. **£25 ,000**

**1954 SILVER DAWN** Finished in Factory Black with Tan Hide. 96,000 miles. Same family for 51 years. Only 3 former keepers. A stunning example with an excellent history .......................**£70,000**

**1970 ROLLS-ROYCE MULLINER PARK WARD FIXED HEAD COUPE** Finished in Seychelles Blue with Blue/Grey hide interior. Special factory specification including cocktail cabinet, cigar box and wool cloth headlining. An outstanding example. ..................................**£68,000**

**1980 ROLLS-ROYCE SILVER SHADOW 2** Finished in Honey Gold with Brown Hide Interior, 66,000, Full extensive service history. Maintained regardless of cost. Much recent expenditure ...............................................................................................**£32,000**

**1980 ROLLS-ROYCE SILVER SHADOW II** Finished in Georgian Silver with Blue Everflex with Grey Hide interior. Covered just 58,000. 2 Owners from new. Jack Barclay Service History. Unique specification ...............................................................................................**£32,000**

**1987 BENTLEY EIGHT** finished in Claret with Parchment piped Red interior, 53,000 miles. A very original example in first class condition throughout. .........................................................**£16,500**

**1921 ROLLS-ROYCE SILVER GHOST LANDAULETTE ALPINE EGLE** 'High Speed' chassis Finished in Black, Black hide front. Fawn cord rear interior. Purchased from deceased estate. Recently correctly re-wired. A fine looking motor car in exceptional condition ........................... **£198,000**

**1998 BENTLEY TURBO RT OLYMPIAN** finished in Graphite Grey Special order Blue leather with St James Red piping. Covered 71,000 miles. 1 of only 4 produced. History with main agents and ourselves. Incredibly rare Olympian model ......................................................................**£35,000**

**1998 BENTLEY RT 400 BHP MULLINER** Finished Peacock Blue Magnolia Hide Interior, 107,000 miles, Owned by the Guinness banking family. Chauffer driven. Full Service history. Unique specification. Ordered by the Director of Vickers PLC. One of the last English Bentleys. ...**£28,000**

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# PRICE GUIDE 1980-2000

## Our Condition ratings

**CONDITION 1**

**First class, well cared for. Not 'Concours' (for which prices are higher).**

**CONDITION 2**
**Good condition, with legitimate MoT and on the road. May require some work.**

**CONDITION 3**
**In need of work, usually major.**

## IMPORTANT NOTES

1 The *Classic Car Mart Price* Guide is compiled by reference to a wide variety of sources, including clubs, auction results and advertisements, both printed and online. It is impossible for anyone to accurately value a specific vehicle without first examining the car.

2 These listings are intended to provide a useful guide only. Asking prices can vary widely between different examples of the same model. The optimism of the seller can be a major factor.

3 Our figures relate to private sales. Dealer prices and values for insurance purposes are generally higher.

4 Automatic transmission usually (but not always) means a slight reduction in the price quoted.

5 All figures assume original registration numbers. Prices can be significantly lower for a vehicle without its original registration.

6 Prices can vary according to vehicle location; figures are generally lower in remote areas that entail long-distance travelling for most potential buyers.

7 Don't assume that a vehicle is a 'Condition 1' vehicle just because the seller says so. If buying online, satisfy yourself about its real condition beforehand.

8 **Abbreviations:**
cab = cabriolet  con = convertible
fhc = fixed head coupé  hatch = hatchback
sal = saloon  sp = sports
D (in engine section) = diesel-powered

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| **ALFA ROMEO** | | | | | | |
| GTV6 | FHC | 2492/6 | 1981-87 | £17,000 | £8,000 | £2,750 |
| SPIDER (SERIES 3 AND 4) | SP | 1570, 1962/4 | 1982-93 | £15,000 | £7,500 | £2,000 |
| 33 | SAL/EST | 1186, 1351, 1490, 1712/4 | 1983-94 | £3,500 | £2,000 | £900 |
| 75 | SAL | 1570, 1779, 1962/4; 2959/6 | 1985-92 | £9,500 | £4,000 | £1,250 |
| 164 | SAL | 1962/4, 2959/6 | 1988-97 | £6,500 | £3,000 | £1,000 |
| SZ (SPRINT ZAGATO) | FHC | 2959/6 | 1989-93 | £57,500 | £28,000 | £15,000 |
| 155 | SAL | 1773, 1995/4; 2959/V6 | 1992-98 | £5,000 | £2,500 | £1,000 |
| 155 Q4 | SAL | 1995/4 | 1992-94 | £11,000 | £7,000 | £2,500 |
| GTV/SPIDER 916 2.0 TS/JTS | FHC/DHC | 1970/4 | 1996-04 | £3,500 | £1,500 | £900 |
| GTV/SPIDER 916 3.0 V6 | FHC/DHC | 2959/4 | 1996-03 | £5,000 | £2,500 | £1,250 |
| GTV 916 CUP | FHC | 3179/V6 | 2001-02 | £13,000 | £5,500 | £2,750 |
| 156 V6 | SAL/EST | 2492/V6 | 1997-07 | £4,000 | £2,000 | £1,000 |
| 156GTA | SAL | 3179/V6 | 2001-07 | £9,500 | £6,000 | £3,000 |
| 147GTA | HATCH | 3179/V6 | 2002-10 | £13,000 | £7,750 | £4,000 |
| **ALPINE** | | | | | | |
| GTA | FHC | 2849/V6 | 1985-91 | £10,000 | £7,000 | £3,000 |
| GTA TURBO | FHC | 2458/V6 | 1985-91 | £12,000 | £9,000 | £3,500 |
| A610 | FHC | 2975/V6 | 1991-95 | £12,000 | £9,000 | £3,500 |
| **ASTON MARTIN** | | | | | | |
| VIRAGE | FHC | 5340/V8 | 1989-00 | £50,000 | £28,000 | £12,000 |
| VIRAGE VOLANTE | DHC | 5340/V8 | 1992-00 | £75,000 | £40,000 | £17,000 |
| DB7 | FHC | 3239/6 | 1994-99 | £23,000 | £14,000 | £8,000 |
| DB7 VOLANTE | DHC | 3239/6 | 1994-99 | £28,000 | £18,000 | £9,000 |
| DB7 VANTAGE | FHC | 5935/V12 | 1999-03 | £30,000 | £19,000 | £10,000 |
| DB7 VANTAGE VOLANTE | DHC | 5935/V12 | 1999-03 | £35,000 | £22,000 | £14,500 |
| VANQUISH | FHC | 5935/V12 | 2001-04 | £52,000 | £40,000 | £30,000 |
| DB9 | FHC | 5935/V12 | 2004-08 | £33,000 | £22,000 | £15,000 |
| **AUDI** | | | | | | |
| COUPÉ (B2) | FHC | 1595, 1781/4, 1921, 1994, 2144, 2226, 2309/5 | 1980-88 | £5,000 | £3,000 | £1,200 |
| QUATTRO TURBO | FHC | 2144/5 | 1981-89 | £38,000 | £22,000 | £12,000 |
| QUATTRO 20V | FHC | 2226/5 | 1989-91 | £60,000 | £36,000 | £20,000 |
| 100/200 (C3) | SAL/EST | 1760/4, 1921, 1994, 2226, 2309/5, 2461/5 (D) | 1982-91 | £4,250 | £2,000 | £850 |
| 80/90 (B3) | SAL | 1595, 1781, 1984/4, 2226, 2309/5 | 1986-91 | £4,500 | £2,000 | £800 |
| COUPÉ (B3) | FHC | 1984/4, 2226/5, 2309/5 | 1988-95 | £6,000 | £2,750 | £900 |

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| CABRIOLET | CON | 1984/4, 2309/5, 2598, 2771/V6 | 1991-00 | £4,000 | £2,000 | £1,000 |
| S2 | FHC/EST | 2226/5 | 1991-95 | £18,000 | £12,500 | £6,500 |
| A8 | SAL | 2771/V6, 3697, 4172/V8 | 1994-02 | £4,500 | £2,000 | £1,000 |
| RS2 | EST | 2226/5 | 1994-95 | £50,000 | £30,000 | £18,000 |
| TT | FHC/DHC | 1781/4, 3183/6 | 1998-06 | £6,000 | £2,500 | £900 |
| **AUSTIN** | | | | | | |
| METRO | HATCH | 998, 1275/4 | 1980-90 | £4,000 | £1,500 | £700 |
| AMBASSADOR | HATCH | 1695, 1993/4 | 1982-84 | £2,750 | £1,250 | £650 |
| MAESTRO | HATCH | 1275, 1598/4, 1994/4 (D) | 1983-94 | £3,250 | £1,400 | £700 |
| MONTEGO | SAL/ EST | 1275, 1598, 1994/4, 1994/4 (D) | 1984-94 | £3,000 | £1,400 | £700 |
| **BENTLEY** | | | | | | |
| MULSANNE | SAL | 6750/V8 | 1980-92 | £16,000 | £9,000 | £3,500 |
| MULSANNE TURBO | SAL | 6750/V8 | 1982-85 | £18,000 | £11,000 | £4,250 |
| EIGHT | SAL | 6750/V8 | 1984-92 | £14,000 | £8,000 | £3,000 |
| TURBO R | SAL | 6750/V8 | 1985-87 | £19,000 | £12,000 | £4,500 |
| CONTINENTAL R | SAL | 6750/V8 | 1991-03 | £32,000 | £26,000 | £20,000 |
| BROOKLANDS | SAL | 6750/V8 | 1992-97 | £18,000 | £12,000 | £5,000 |
| AZURE | CON | 6750/V8 | 1995-03 | £50,000 | £38,000 | £29,000 |
| CONTINENTAL T | SAL | 6750/V8 | 1996-03 | £55,000 | £42,000 | £32,000 |
| ARNAGE GREEN LABEL | SAL | 4398/V8 | 1998-00 | £18,000 | £12,000 | £7,000 |
| ARNAGE RED LABEL | SAL | 6750/V8 | 1999-02 | £27,000 | £14,000 | £8,500 |
| **BMW** | | | | | | |
| 5-SERIES (E28) | SAL | 1766, 1990/4; 2494, 2693, 2788/6 | 1981-88 | £8,000 | £3,750 | £1,750 |
| 3-SERIES (E30) | SAL/EST | 1596, 1795/4; 1990, 2315, 2494/6 | 1982-92 | £10,000 | £4,000 | £1,500 |
| 3-SERIES (E30) | CON | 1596, 1795/4; 1990, 2315, 2494/6 | 1982-92 | £12,000 | £6,000 | £1,800 |
| 3-SERIES BAUR (E30) | CON | 1596, 1795/4; 1990, 2315, 2494/6 | 1982-92 | £11,500 | £5,500 | £1,750 |
| M635 CSI (E24) | FHC | 3430/6 | 1985-89 | £40,000 | £22,000 | £8,000 |
| 7-SERIES (E32) | SAL | 2986, 3430/6, 2997, 3982/V8, 4988/V12 | 1986-94 | £10,000 | £6,500 | £2,000 |
| M3 (E30) | SAL | 2302/4 | 1986-91 | £52,500 | £32,000 | £17,000 |
| M5 (E28) | SAL | 3453/6 | 1986-87 | £38,000 | £20,000 | £12,000 |
| 5-SERIES (E34) | SAL/EST | 1796/4; 1990, 2494, 2986, 3453/6, 3982/V8 | 1988-96 | £4,500 | £2,000 | £1,000 |
| 8-SERIES(E31) | FHC | 3982, 4398/V8; 4988, 5379/V12 | 1989-99 | £18,000 | £6,000 | £2,500 |
| 850 CSI | FHC | 5575/V12 | 1992-96 | £45,000 | £29,000 | £15,000 |
| Z1 | SP | 2494/6 | 1989-91 | £40,000 | £22,000 | £12,000 |
| 3-SERIES (E36) | SAL/EST/FHC/HATCH | 1596, 1796,1895/4; 1990, 2494, 2793/6 | 1991-99 | £7,000 | £3,500 | £1,250 |
| M5 (E34) | SAL | 3795/6 | 1992-96 | £22,000 | £10,000 | £4,500 |
| 3-SERIES (E36) | CON | 1796, 1990/4; 2315, 2793/6 | 1994-00 | £7,500 | £3,750 | £1,400 |
| 7-SERIES (E38) | SAL | 2793/6, 2997, 3498, 3982, 4398/V8, 5576/V12 | 1994-01 | £4,500 | £2,500 | £1,000 |
| M3 (E36) | FHC/SAL | 2990, 3201/6 | 1994-99 | £17,000 | £10,500 | £4,000 |
| M3 (E36) | CON | 2990, 3201/6 | 1994-01 | £15,000 | £8,500 | £3,500 |
| 5-SERIES (E39) | SAL/EST | 1991, 2494, 2793/6, 3498, 4398/V8, 1951 (D), 1995 (D)/4, 2497 (D), 2926 (D)/6 | 1995-04 | £6,000 | £3,000 | £1,500 |
| Z3 (4-CYL) | CON | 1796, 1895/4 | 1995-02 | £4,000 | £2,000 | £800 |
| Z3 (6-CYL) | CON | 2171, 2793, 2979/6 | 1995-02 | £6,500 | £2,750 | £1,000 |
| Z3 M COUPE | FHC | 3201, 3246/6 | 1997-02 | £28,000 | £19,500 | £9,500 |
| Z3 M ROADSTER | CON | 3201, 3246/6 | 1997-02 | £25,000 | £17,500 | £7,500 |
| M5 (E39) | SAL | 4941/V8 | 1999-03 | £18,000 | £10,000 | £6,000 |
| M3 (E46) | FHC | 3246/6 | 2000-06 | £17,000 | £11,000 | £6,000 |
| M3 (E46) | CON | 3246/6 | 2000-06 | £20,000 | £13,000 | £8,000 |
| **BRISTOL** | | | | | | |
| 412 BEAUFIGHTER | SAL/CON | 5900/V8 | 1980-93 | £30,000 | £20,000 | £10,000 |
| BRIGAND | SAL | 5900/V8 | 1982-94 | £32,000 | £18,000 | £12,000 |
| BLENHEIM | SAL | 5900/V8 | 1993-09 | £40,000 | £27,000 | £14,000 |
| **CATERHAM** | | | | | | |
| SEVEN S3 1700SS | SP | 1691/4 | 1980-95 | £14,000 | £9,000 | £5,000 |
| SEVEN S3/SPRINT | SP | 1588/4 | 1980-95 | £13,500 | £8,500 | £4,500 |
| **CITROEN** | | | | | | |
| BX | HATCH/EST | 1360, 1588, 1905/4, 1769 (D), 1905 (D)/4 | 1983-94 | £3,000 | £1,500 | £800 |
| CX GTI TURBO | SAL | 2500/4 | 1984-89 | £9,500 | £5,000 | £1,500 |
| AX | HATCH | 954, 1124, 1360/4, 1527 (D)/4 | 1986-98 | £1,500 | £800 | £400 |
| BX GTI | HATCH | 1905/4 | 1986-93 | £4,500 | £2,000 | £900 |

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) 1 | 2 | 3 |
|---|---|---|---|---|---|---|
| AX14GTI | HATCH | 1360/4 | 1991-94 | £4,750 | £2,250 | £1,000 |
| XANTIA | HATCH/EST | 1580, 1761, 1998/4, 2946/V6, 1905 (D), 1997 (D), 2088 (D)/4 | 1993-01 | £2,500 | £1,200 | £600 |
| XM | HATCH/ EST | 1998/4, 2088/4(D), 2445/4(D), 2946, 2963,2975/V6 | 1994-00 | £5,000 | £3,000 | £900 |
| XANTIA ACTIVA | HATCH | 1998/4 | 1996-01 | £5,000 | £3,000 | £1,000 |
| SAXO VTR | HATCH | 1587/4 | 1997-04 | £3,500 | £1,750 | £850 |
| SAXO VTS | HATCH | 1587/4 | 1997-04 | £6,000 | £2,500 | £1,250 |
| **DAIHATSU** | | | | | | |
| CHARADE GTTI | HATCH | 993/3 | 1987-93 | £5,000 | £2,500 | £950 |
| **DAIMLER** | | | | | | |
| DOUBLE SIX SIII | SAL | 5343/V12 | 1980-92 | £12,000 | £5,500 | £1,500 |
| SOVEREIGN SIII 4.2 | SAL | 4235/6 | 1980-86 | £11,000 | £5,000 | £1,500 |
| 3.6, 4.0 (XJ40) | SAL | 3590, 3980/6 | 1986-94 | £7,000 | £2,500 | £1,000 |
| SIX (X300) | SAL | 3980/6 | 1994-97 | £8,000 | £3,000 | £1,000 |
| V8 (X308) | SAL | 3996/V8 | 1997-03 | £8,000 | £3,000 | £1,000 |
| DOUBLE SIX (X300) | SAL | 5993/V12 | 1994-97 | £14,000 | £7,000 | £2,000 |
| SUPER V8 (X308) | SAL | 3996/V8 | 1997-03 | £14,000 | £7,000 | £2,000 |
| **DELOREAN** | | | | | | |
| DMC-12 | FHC | 2849/6 | 1981-82 | £32,000 | £23,000 | £10,000 |
| **FERRARI** | | | | | | |
| MONDIAL | SP | 2926, 3195/8 | 1981-94 | £35,000 | £22,500 | £8,500 |
| MONDIAL CABRIO | SP | 2926, 3195/8 | 1984-94 | £38,000 | £25,000 | £10,000 |
| TESTAROSSA | SP | 4942/8 | 1984-90 | £95,000 | £55,000 | £38,000 |
| 328 GTB/GTS | SP | 3195/8 | 1985-88 | £70,000 | £50,000 | £35,000 |
| 412I | SP | 4942/12 | 1986-89 | £40,000 | £25,000 | £17,500 |
| 348/SPIDER | SP | 3405/8 | 1989-94 | £55,000 | £37,500 | £20,000 |
| F355 | SP | 3496/8 | 1994-99 | £75,000 | £49,000 | £36,000 |
| **FIAT** | | | | | | |
| UNO TURBO | HATCH | 1299, 1301, 1372/4 | 1985-95 | £10,000 | £4,500 | £2,000 |
| 126 BIS | SAL | 704/2 | 1987-92 | £3,500 | £2,000 | £750 |
| CINQUECENTO | HATCH | 899, 1108/4 | 1992-98 | £1,750 | £900 | £400 |
| COUPÉ | FHC | 1995/4, 1998/5 | 1994-00 | £4,500 | £2,500 | £500 |
| COUPÉ TURBO | FHC | 1995/4, 1998/5 | 1994-00 | £6,000 | £3,250 | £1,000 |
| BARCHETTA | SP | 1747/4 | 1995-05 | £6,500 | £3,500 | £1,250 |

The Citroën Saxo VTS is surely a worthwhile investment for the future, but finding a good example will be a challenge.

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) 1 | 2 | 3 |
|---|---|---|---|---|---|---|
| **FORD** | | | | | | |
| ESCORT MKIII | HATCH | 1117, 1295,1597/4; 1598(D)/4 | 1980-86 | £4,000 | £2,000 | £800 |
| ESCORT MKIII XR3/XR3I | HATCH | 1597/4 | 1980-86 | £9,000 | £5,000 | £2,000 |
| CAPRI MKIII 2.8I | FHC | 2792/V6 | 1981-87 | £16,000 | £8,000 | £3,000 |
| FIESTA MKI XR2 | HATCH | 1598/4 | 1981-83 | £18,000 | £8,500 | £3,000 |
| ESCORT MKIII RS1600I | HATCH | 1597/4 | 1982-83 | £25,000 | £12,000 | £6,000 |
| SIERRA/SAPPHIRE | HATCH/SAL | 1294 TO 1998/4; 1753-2304(D)/4; 2792, 2933/V6 | 1982-93 | £5,000 | £3,000 | £1,000 |
| FIESTA MKII | HATCH | 957, 1117, 1298, 1392/4; 1608(D)/4 | 1983-89 | £4,000 | £2,250 | £800 |
| FIESTA MKII XR2 | HATCH | 1598, 1597/4 | 1983-89 | £11,000 | £7,000 | £2,500 |
| SIERRA XR4I | HATCH | 2792/6 | 1983-85 | £8,500 | £4,000 | £1,750 |
| ESCORT MKIII CABRIOLET | CAB | 1597/4 | 1984-86 | £7,000 | £2,500 | £1,000 |
| ESCORT RS TURBO S1 | HATCH | 1597/4 | 1984-86 | £28,000 | £14,000 | £6,500 |
| ESCORT RS TURBO S2 | HATCH | 1597/4 | 1986-90 | £17,500 | £10,000 | £5,500 |
| GRANADA/SCORPIO MKIII | HATCH/SAL/EST | 1796, 1993, 1998/4, 2498/2500(D)/4, 2394, 2792, 2933/V6 | 1985-95 | £4,500 | £2,000 | £1,000 |
| CAPRI MKIII 280 BROOKLANDS | FHC | 2792/V6 | 1986-87 | £20,000 | £10,000 | £4,000 |
| SIERRA RS COSWORTH | HATCH | 1993/4 | 1986-87 | £40,000 | £25,000 | £12,000 |
| SIERRA RS COSWORTH 500 | HATCH | 1993/4 | 1987 | £65,000 | £37,500 | £20,000 |
| SIERRA SAPPHIRE RS COSWORTH/4X4 | SAL | 1993/4 | 1988-93 | £27,500 | £16,000 | £9,000 |
| FIESTA MKIII | HATCH | 999, 1119, 1297, 1299, 1392, 1391, 1596, 1597, 1796/4; 1753 (D)/4 | 1989-95 | £2,500 | £1,250 | £700 |
| FIESTA MKIII XR2I | HATCH | 1596, 1796/4 | 1989-95 | £7,500 | £4,000 | £1,750 |
| ESCORT RS2000 | HATCH | 1998/4 | 1991-96 | £10,500 | £5,000 | £2,500 |
| ESCORT RS COSWORTH | HATCH | 1998/4 | 1992-96 | £50,000 | £30,000 | £15,000 |
| MONDEO MK1 | HATCH/SAL/EST | 1598, 1796, 1988/4, 2495, 2544/V6, 1753 (D)/4 | 1993-00 | £2500 | £1200 | £600 |
| PPROBE | FHC | 1991/2497 | 1994-98 | £3,000 | £1,400 | £800 |
| SCORPIO 24V | SAL/EST | 2935/V6 | 1994-98 | £5,000 | £2,500 | £1,200 |
| PUMA | FHC | 1388, 1596, 1679/4 | 1997-01 | £3,000 | £1,500 | £800 |
| COUGAR | FHC | 1998/4; 2544/V6 | 1998-02 | £3,000 | £1,500 | £750 |
| MONDEO MK2 ST200 | HATCH/EST | 2495/V6 | 1999-00 | £3,750 | £1,800 | £900 |
| FOCUS RS | HATCH | 1988/4 | 2002-04 | £20,000 | £13,000 | £7,000 |
| **GINETTA** | | | | | | |
| G32 | SP | 1597/4 | 1989-93 | £5,000 | £3,000 | £1,750 |
| G33 | SP | 3946/V8 | 1990-93 | £11,000 | £7,000 | £4,000 |
| **HONDA** | | | | | | |
| PRELUDE | FHC | 1829, 1958/4 | 1983-92 | £3,400 | £2,000 | £900 |
| PRELUDE | FHC | 1997, 2156, 2258/4 | 1991-96 | £3,200 | £1,800 | £800 |
| CRX | FHC | 1488, 1590/4 | 1984-92 | £9,000 | £4,500 | £1,500 |
| CRX DEL SOL | SP | 1590, 1595/4 | 1991-98 | £5,000 | £2,500 | £1,000 |
| NSX | FHC | 2977, 3179/V6 | 1990-02 | £85,000 | £45,000 | £17,500 |
| BEAT | SP | 656/3 | 1991-96 | £6,000 | £3,500 | £1,000 |
| ACCORD TYPE R | SAL | 2157/4 | 1999-02 | £8,000 | £5,000 | £1,500 |
| S2000 | SP | 1997/4 | 1999-09 | £12,000 | £8,000 | £4,500 |
| **ISUZU** | | | | | | |
| PIAZZA TURBO | HATCH | 1994/4 | 1986-88 | £3,500 | £2,000 | £800 |
| PIAZZA TURBO HBL | HATCH | 1994/4 | 1988-91 | £5,000 | £2,750 | £900 |
| **JAGUAR** | | | | | | |
| XJ-S V12 HE | FHC | 5343/V12 | 1980-91 | £15,000 | £8,000 | £2,000 |
| XJ-S 3.6 | FHC | 3590/6 | 1983-91 | £13,000 | £7,000 | £1,500 |
| XJ-SC 3.6 CABRIOLET | CON | 3590/6 | 1983-87 | £15,000 | £9,000 | £2,500 |
| XJ-SC V12 CABRIOLET | CON | 5343/V12 | 1983-88 | £17,000 | £10,000 | £2,750 |
| XJ6 2.9 AND 3.2 (XJ40) | SAL | 2919, 3239/6 | 1986-94 | £5,000 | £2,500 | £900 |
| XJ6 3.6 AND 4.0 (XJ40) | SAL | 3590, 3980/6 | 1986-94 | £6,500 | £3,000 | £1,000 |
| XJ-S V12 CONVERTIBLE | CON | 5343, V12 | 1988-91 | £20,000 | £11,000 | £2,750 |
| XJR (XJ40) | SAL | 3590, 3980/6 | 1988-94 | £9,000 | £4,000 | £1,750 |
| XJS 4.0 | FHC | 3980/6 | 1991-96 | £17,000 | £10,500 | £2,500 |
| XJS 4.0 CONVERTIBLE | CON | 3980/6 | 1992-96 | £19,000 | £12,500 | £3,000 |
| XJS V12 | FHC | 5343, 5994/V12 | 1991-96 | £18,000 | £11,000 | £2,750 |
| XJS V12 CONVERTIBLE | CON | 5343, 5994/V12 | 1991-96 | £25,000 | £14,500 | £3,500 |

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| XJ12 (XJ40) | SAL | 5994/V12 | 1993-94 | £7,500 | £3,500 | £1,500 |
| XJ12 (X300) | SAL | 5993/V12 | 1994-97 | £7,000 | £3,500 | £1,500 |
| XJ6 3.2 (X300) | SAL | 3239/6 | 1994-97 | £5,000 | £2,500 | £800 |
| XJ6 4.0 (X300) | SAL | 3980/6 | 1994-97 | £5,500 | £2,750 | £800 |
| XJR (X300) | SAL | 3980/6 | 1994-97 | £10,000 | £5,000 | £2,000 |
| XK8 | FHC | 3996/V8 | 1996-06 | £6,500 | £3,500 | £1,500 |
| XJ8 3.2 & 4.0 (X308) | SAL | 3248, 3996/V8 | 1997-03 | £5,000 | £2,500 | £750 |
| XJR (X308) | SAL | 3996/V8 | 1997-03 | £8,000 | £4,000 | £1,250 |
| XK8 CONVERTIBLE | CON | 3996/V8 | 1996-06 | £7,500 | £4,000 | £2,500 |
| **JEEP** | | | | | | |
| CHEROKEE (XJ) | EST | 2460/4, 3960/6, 2499 (D)/4 | 1993-01 | £5,000 | £3,500 | £1,500 |
| **LADA** | | | | | | |
| RIVA | SAL/EST | 1198, 1294, 1452, 1567, 1690/4 | 1980-97 | £2,750 | £1,500 | £500 |
| SAMARA | HATCH/SAL | 1100, 1288, 1500, 1560/4 | 1987-97 | £1,800 | £1,100 | £500 |
| **LANCIA** | | | | | | |
| DELTA HATCHBACK | HATCH | 1301, 1498, 1585/4 | 1980-91 | £4,000 | £1,750 | £800 |
| TREVI | SAL | 1585, 1995/4 | 1981-84 | £4,250 | £2,000 | £900 |
| BETA COUPE/HPE VOLUMEX | EST | 1995/4 | 1983-85 | £9,000 | £3,750 | £1,750 |
| PRISMA SALOON | SAL | 1489, 1585/4 | 1983-90 | £2,750 | £1,500 | £650 |
| DELTA 1600 HF TURBO | HATCH | 1585/4 | 1984-91 | £9,000 | £4,500 | £3,000 |
| THEMA | SAL | 1995/4 | 1985-94 | £2,500 | £1,500 | £600 |
| THEMA TURBO/V6 | SAL | 1995/4, 2849/V6 | 1985-94 | £4,000 | £2,250 | £1,200 |
| Y10 | HATCH | 999, 1049, 1108/4 | 1985-92 | £2,750 | £1,500 | £600 |
| Y10 TURBO/GTIE | HATCH | 1049, 1301/4 | 1985-92 | £4,000 | £2,000 | £1,000 |
| DELTA INTEGRALE 8V | HATCH | 1995/4 | 1987-89 | £21,000 | £13,000 | £8,000 |
| THEMA 8.32 | SAL | 2927/V8 | 1988-90 | £25,000 | £15,000 | £7,000 |
| DEDRA | SAL | 1581, 1756, 1995/4 | 1989-94 | £3,000 | £1,500 | £600 |
| DELTA INTEGRALE 16V | HATCH | 1995/4 | 1989-94 | £32,000 | £14,500 | £9,000 |
| DELTA INTEGRALE EVO I | HATCH | 1995/4 | 1991-92 | £50,000 | £27,500 | £15,000 |
| DELTA INTEGRALE EVO II | HATCH | 1995/4 | 1993-95 | £60,000 | £35,000 | £18,500 |
| **LAND ROVER** | | | | | | |
| DISCOVERY SI | EST | 1998, 2495/4; 3528, 3946/V8 | 1989-98 | £7,000 | £3,500 | £1,200 |
| DISCOVERY S2 | EST | 2498/4, 3946/V8 | 1998-04 | £6,000 | £3,000 | £1,000 |
| RANGE ROVER P38A | EST | 3950, 4554/V8, 2497 (D)/6 | 1994-02 | £5,000 | £2,500 | £1,000 |
| **LEXUS** | | | | | | |
| LS400 | SAL | 3969/V8 | 1990-00 | £5,000 | £3,000 | £1,000 |
| SOARER | FHC | 2997/6, 3969/V8 | 1991-00 | £6,000 | £3,500 | £1,400 |

Prices for the Lotus Elise have been especially strong since the model line was discontinued in 2021.

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) 1 | 2 | 3 |
|---|---|---|---|---|---|---|
| **LOTUS** | | | | | | |
| ESPRIT ESSEX TURBO | FHC | 2174/4 | 1980 | £30,000 | £17,500 | £9,000 |
| ESPRIT TURBO | FHC | 2174/4 | 1980-87 | £27,500 | £15,000 | £8,000 |
| ESPRIT S3 | FHC | 2174/4 | 1981-87 | £20,000 | £14,500 | £7,000 |
| ECLAT EXCEL, EXCEL SE/SA | FHC | 2174/4 | 1982-92 | £8,000 | £5,250 | £1,500 |
| ESPRIT TURBO (X180) | FHC | 2174/4 | 1986-93 | £25,000 | £15,000 | £6,000 |
| ESPRIT X180 | FHC | 2174/4 | 1987-93 | £22,000 | £13,000 | £5,000 |
| ELAN M100 | SP | 1588/4 | 1989-92 | £8,500 | £4,500 | £2,500 |
| ELAN M100 TURBO | SP | 1588/4 | 1989-95 | £10,000 | £6,000 | £4,000 |
| ESPRIT S4 | FHC | 2174/4 | 1993-04 | £30,000 | £15,000 | £8,000 |
| ELISE SERIES 1 | SP | 1796/4 | 1996-01 | £16,500 | £10,000 | £7,000 |
| ESPRIT V8 | FHC | 3506/V8 | 1996-04 | £35,000 | £23,000 | £15,000 |
| EXIGE | FHC | 1796/4 | 2000-02 | £27,000 | £17,000 | £13,500 |
| ELISE SERIES 2 | SP | 1794, 1796/4 | 2001-11 | £15,000 | £11,000 | £8,500 |
| **MARCOS** | | | | | | |
| MANTULA | FHC | 3528/V8 | 1984-89 | £13,500 | £8,000 | £4,500 |
| MANTARA | SP | 3946, 4552/V8 | 1993-97 | £15,000 | £10,000 | £6,500 |
| **MASERATI** | | | | | | |
| BITURBO | FHC/SAL | 1995, 2491, 2790/V6 | 1981-84 | £10,000 | £8,000 | £4,000 |
| BITURBO | CON | 1995, 2491, 2790/V6 | 1984-91 | £15,000 | £10,000 | £5,000 |
| GHILBLI | FHC | 2790/V6 | 1992-98 | £16,000 | £12,000 | £5,500 |
| QUATTROPORTE IV | SAL | 2790/V6 | 1994-01 | £11,000 | £5,500 | £2,750 |
| 3200 GT | FHC | 3217/V8 | 1996-01 | £13,000 | £9,000 | £5,500 |
| **MATRA** | | | | | | |
| MURENA | FHC | 1592, 2156/4 | 1980-83 | £9,000 | £6,000 | £2,500 |
| **MAZDA** | | | | | | |
| 323 TURBO 4X4 | HATCH | 1597/4 | 1984-89 | £9,500 | £5,000 | £2,500 |
| RX-7 (SECOND GENERATION) | FHC/CABRIO | 588 X 2 (2354CC) | 1986-92 | £8,000 | £4,500 | £2,000 |
| RX-7 (THIRD GENERATION) | FHC | 654 X 2 (2616CC) | 1992-96 | £15,000 | £7,500 | £3,500 |
| 121 MKI | HATCH | 1139, 1324/4 | 1989-91 | £1,500 | £800 | £450 |
| MX-5 MKI | SP | 1597, 1839/4 | 1990-98 | £7,000 | £2,500 | £1,000 |
| 121 MKII | SAL | 1324/4 | 1991-95 | £1,500 | £800 | £400 |
| MX-3 | FHC | 1598/4, 1845/V6 | 1991-97 | £2,500 | £1,500 | £750 |
| MX-6 | FHC | 2497/V6 | 1992-98 | £2,600 | £1,500 | £750 |
| MX-5 MKII | SP | 1597, 1839/4 | 1998-05 | £5,000 | £2,000 | £800 |
| **MERCEDES-BENZ** | | | | | | |
| 280SE, 300SE (W126) | SAL | 2746, 2962/6. | 1980-91 | £6,000 | £3,500 | £1,200 |
| 280SL (R107) | CON | 2746/6 | 1980-86 | £24,500 | £14,000 | £3,000 |
| 280SLC (C107) | FHC | 2746/6 | 1980-81 | £15,000 | £9,000 | £2,000 |
| 380SE, 420SE, 500SE (W126) | SAL | 3818, 4196, 4973/V8. | 1980-91 | £8,000 | £4,000 | £1,250 |
| 380SL (R107) | CON | 3818/V8 | 1980-86 | £28,500 | £15,000 | £3,000 |
| 380SLC (C107) | FHC | 3818/V8 | 1980-81 | £16,500 | £10,000 | £2,500 |
| 500SL (R107) | CON | 4973/V8 | 1980-89 | £34,000 | £18,000 | £5,000 |
| 560SEL (W126) | SAL | 5547/V8 | 1980-91 | £10,000 | £5,000 | £1,750 |
| 200T (W123) | EST | 1988/4 | 1981-85 | £11,000 | £6,500 | £2,000 |
| 380/420/500 SEC (C126) | FHC | 3818, 4196, 4973/V8. | 1982-89 | £14,000 | £8,000 | £2,000 |
| 190, 190E, 190D, 190 2.5D, 190E (W201) | SAL | 1797, 1997/4., 1997/4 (D), 2497/5 (D) | 1983-93 | £6,000 | £3,500 | £1,250 |
| 190 2.6 (W201) | SAL | 2599/6 | 1987-93 | £7,000 | £3,750 | £1,500 |
| 190 2.3-16, 2.5-16 (W201) | SAL | 2299/4, 2496/6 | 1985-92 | £22,500 | £12,000 | £5,500 |
| 200/200E (W124) | SAL/EST | 1997/4 | 1985-96 | £7,500 | £3,500 | £1,200 |
| 230E, 250D, 260E, 300D, 300E (W124) | SAL | 2299/4, 2497/5(D), 2599/6, 2996/6(D), 2962/6 | 1985-93 | £9,000 | £4,000 | £1,500 |
| 230TE, 300TD, 300TE (W124) | EST | 2299/4, 2996/6(D), 2962/6 | 1985-93 | £9,500 | £4,000 | £1,500 |
| 300SL (R107) | CON | 2962/6 | 1986-89 | £32,000 | £18,000 | £3,750 |
| 420SL (R107) | CON | 4196/V8 | 1986-89 | £30,000 | £17,000 | £3,500 |
| 560SEC (C126) | FHC | 5547/V8 | 1986-89 | £18,000 | £10,000 | £3,000 |
| 230CE AND 300CE (W124/C124) | FHC | 2299/4. 2962/6 | 1987-92 | £9,500 | £4,000 | £1,500 |
| 280/300/320SL (R129) | FHC/DHC | 2802, 2960, 3199/6 | 1989-01 | £16,000 | £8,000 | £2,000 |
| 300CE-24 | FHC | 2962/6 | 1989-92 | £11,000 | £5,000 | £1,750 |
| 300E-24 (W124) | SAL | 2962/6 | 1989-92 | £10,500 | £4,500 | £1,500 |
| 300TE-24 (W124) | EST | 2962/6 | 1989-92 | £10,500 | £4,500 | £1,500 |
| 420/500/600SL (R129) | FHC/DHC | 4973,5987/V8 | 1989-02 | £22,000 | £11,000 | £3,500 |
| 300SE/S280/S320 (W140) | SAL | 2799, 3199/6 | 1991-99 | £7,000 | £5,500 | £1,500 |

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 400SE/S420/500SE/S500 (W140) | SAL | 4196, 4973/V8 | 1991-99 | £10,000 | £7,000 | £1,500 |
| 600SEL/S600 (W140) | SAL | 5987/V12 | 1991-99 | £12,000 | £8,000 | £2,000 |
| 220CE/E220/320CE/E320 | FHC | 2199/4, 2799, 3199/6 | 1992-97 | £9,500 | £4,000 | £1,500 |
| 220E/E220/280E/E280/320E/E320 | SAL | 2199/4, 2799, 3199/6 | 1992-95 | £9,000 | £4,000 | £1,500 |
| 220TE/E220/280TE/E280/320TE/E320 | EST | 2199/4, 2799, 3199/6 | 1992-97 | £9,000 | £4,000 | £1,500 |
| 220CE/E220/320CE/E320 | CON | 2199/4, 2799, 3199/6 | 1992-97 | £14,000 | £5,500 | £2,500 |
| 500SEC/CL500 (C140) | SAL | 4973/V8 | 1993-99 | £16,000 | £10,000 | £3,000 |
| 600SEC/CL600 (C140) | SAL | 5987/V12 | 1993-99 | £18,000 | £12,000 | £5,000 |
| SLK | SP | 1998, 2295/4, 3199/V6 | 1996-03 | £4,500 | £2,250 | £800 |
| E55 AMG | SAL | 5439/V8 | 1998-03 | £10,000 | £5,000 | £2,500 |
| **MG** | | | | | | |
| METRO | HATCH | 1275/4 | 1982-90 | £6,500 | £2,500 | £1,000 |
| METRO TURBO | HATCH | 1275/4 | 1982-89 | £10,000 | £5,500 | £1,750 |
| MAESTRO 1600 | HATCH | 1598/4 | 1983-84 | £4,500 | £2,500 | £1,000 |
| MAESTRO EFI/2.0I | HATCH | 1994/4 | 1984-91 | £5,000 | £2,750 | £1,200 |
| MONTEGO 2.0 EFI | SAL | 1994/4 | 1984-91 | £4,500 | £2,500 | £1,000 |
| MONTEGO 2.0 EFI TURBO | SAL | 1994/4 | 1985-91 | £6,500 | £3,500 | £1,850 |
| MAESTRO TURBO 2.0 | HATCH | 1994/4 | 1989-91 | £11,500 | £7,000 | £4,000 |
| RV8 | SP | 3946/V8 | 1993-97 | £23,000 | £17,000 | £8,000 |
| F | SP | 1589, 1796/4 | 1995-01 | £4,000 | £1,750 | £600 |
| TF | SP | 1796/4 | 2001-05 | £5,500 | £2,000 | £750 |
| ZR | HATCH | 1396, 1796/4, 1994 (D)/4 | 2001-05 | £2,500 | £1,500 | £750 |
| ZS | HATCH/SAL | 1589, 1796/4, 2497/V6, 1994 (D)/4 | 2001-05 | £3,000 | £1,750 | £800 |
| ZT | SAL/EST | 1796/4, 2497/V6, 1950 (D)/4 | 2001-05 | £3,250 | £1,800 | £850 |
| ZT 260 | SAL/EST | 4601/V8 | 2003-05 | £13,000 | £7,000 | £3,000 |
| TF (NAC-MG) | SP | 1796/4 | 2008-11 | £8,500 | £5,000 | £1,500 |
| **MINI** | | | | | | |
| COOPER 1.3I SPI | SAL | 1275/4 | 1991-96 | £12,000 | £7,000 | £2,500 |
| COOPER 1.3 MPI | SAL | 1275/4 | 1996-00 | £14,000 | £7,500 | £3,000 |
| ONE/COOPER | HATCH | 1598/4 | 2001-06 | £2,000 | £1,600 | £600 |
| ONE/COOPER (Y-REG) | HATCH | 1598/4 | 2001 | £3,000 | £2,000 | £850 |
| COOPER S | HATCH | 1598/4 | 2002-06 | £3,500 | £2,000 | £1,100 |
| COOPER S (02-REG) | HATCH | 1598/4 | 2002 | £4,000 | £2,500 | £1,500 |
| **MITSUBISHI** | | | | | | |
| SHOGUN | EST | 1997, 2555/4, 2972/V6, 2555 (D)/4 | 1982-91 | £3,200 | £1,750 | £900 |
| STARION TURBO | FHC | 1997, 2555/4 | 1982-89 | £11,000 | £4,500 | £2,000 |
| LANCER EVOLUTION | SAL | 1997/4 | 1992-94 | £15,000 | £10,000 | £5,000 |
| LANCER EVOLUTION II/III | SAL | 1997/4 | 1994-96 | £15,000 | £10,000 | £5,000 |
| LANCER EVOLUTION IV/V | SAL | 1997/4 | 1996-99 | £28,000 | £17,000 | £8,000 |
| LANCER EVOLUTION VI | SAL | 1997/4 | 1999-01 | £32,000 | £22,000 | £10,000 |
| **MORGAN** | | | | | | |
| PLUS 4 | SP | 1994/4 | 1985-87 | £25,000 | £14,000 | £8,500 |
| PLUS 4 | SP | 1796/4 | 1988-00 | £27,500 | £16,000 | £9,000 |
| AERO 8 | SP | 4398, 4619, 4799/V8 | 2000-18 | £90,000 | £50,000 | £30,000 |
| **MORRIS** | | | | | | |
| ITAL | SAL/EST | 1275, 1695, 1994/4 | 1980-84 | £4,500 | £2,000 | £800 |
| **NISSAN** | | | | | | |
| MICRA (K10) | HATCH | 987, 1235/4 | 1983-92 | £2,500 | £1,500 | £750 |
| 300ZX | FHC | 2960/V6 | 1984-89 | £7,500 | £3,500 | £1,500 |
| 300ZX TURBO | FHC | 2960/V6 | 1984-89 | £8,000 | £4,000 | £1,750 |
| 200SX TURBO | FHC | 1809/4 | 1989-94 | £10,000 | £5,500 | £2,000 |
| PAO | HATCH | 987/4 | 1989-91 | £6,500 | £3,500 | £1,200 |
| S-CARGO | VAN | 1488/4 | 1989-91 | £6,000 | £3,000 | £1,000 |
| SKYLINE GT-R R32 | FHC | 1998, 2498, 2568/6 | 1989-94 | £40,000 | £25,000 | £12,000 |
| 300ZX TWIN TURBO | FHC | 2960/V6 | 1990-94 | £14,000 | £7,000 | £3,000 |
| FIGARO | FHC | 987/4 | 1991 | £8,000 | £4,500 | £1,500 |
| MICRA (K11) | HATCH | 998, 1275/4 | 1993-03 | £2,000 | £1,000 | £600 |
| SKYLINE GT-R R33 | FHC | 1998, 2498, 2568, 2771/6 | 1993-98 | £38,000 | £22,500 | £11,000 |

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 200SX TURBO | FHC | 1998/4 | 1994-01 | £12,000 | £6,500 | £2,750 |
| **OPEL** | | | | | | |
| MANTA B | FHC/HATCH | 1584, 1897, 1979/4 | 1982-87 | £10,000 | £4,750 | £1,850 |
| **PEUGEOT** | | | | | | |
| 205 | HATCH | 954, 1124, 1294, 1360, 1580, 1769 (D), 1905 (D) | 1983-96 | £3,500 | £1,400 | £700 |
| 505 GTI | SAL/EST | 2165/4 | 1983-91 | £4,500 | £2,000 | £800 |
| 205 GTI | HATCH | 1580, 1905/4, | 1984-94 | £15,000 | £7,500 | £2,000 |
| 309 | HATCH | 1118, 1124, 1294, 1360, 1580, 1905/4, 1769 (D), 1905 (D) | 1985-94 | £3,000 | £1,500 | £500 |
| 205 CTI | CAB | 1580, 1905/4, | 1986-94 | £6,000 | £3,000 | £1,250 |
| 405 | SAL/EST | 1360, 1580, 1761, 1905, 1998/4, 1905 (D)/4 | 1987-97 | £5,000 | £3,000 | £600 |
| 309 GTI | HATCH | 1905/4 | 1988-92 | £6,000 | £3,000 | £1,350 |
| 405 MI16 | SAL | 1905/4 | 1988-92 | £4,500 | £2,750 | £1,250 |
| 106 XSI | HATCH | 1360, 1587/4 | 1991-96 | £3,500 | £2,000 | £1,000 |
| 106 RALLYE | HATCH | 1294, 1587/4 | 1994-99 | £8,000 | £4,000 | £2,000 |
| 106 GTI | HATCH | 1587/4 | 1996-03 | £7,000 | £3,750 | £1,750 |
| 306 GTI6 | HATCH | 1998/4 | 1996-01 | £6,000 | £3,000 | £1,250 |
| 605 | SAL | 1998/4, 2975/V6, 2088 (D)/4 | 1990-98 | £4,000 | £2,500 | £750 |
| **PORSCHE** | | | | | | |
| 928 S | FHC | 4664/V8 | 1980-86 | £24,000 | £12,000 | £4,000 |
| 944 | FHC | 2479, 2681/4 | 1982-92 | £9,000 | £4,000 | £1,500 |
| 911 CARRERA 3.2, 2, 4 | FHC/CON | 3164, 3600/6 | 1983-93 | £40,000 | £25,000 | £15,000 |
| 924S | FHC | 2479/4 | 1985-88 | £9,000 | £4,500 | £1,700 |
| 944 TURBO | FHC | 2479/4 | 1985-92 | £23,000 | £11,000 | £4,000 |
| 928 S4 | FHC | 4957/V8 | 1986-92 | £25,000 | £12,000 | £5,000 |
| 944 S | FHC | 2479/4 | 1986-92 | £10,000 | £4,500 | £2,000 |
| 944 S2 | CAB | 2990/4 | 1988-92 | £14,000 | £7,000 | £3,000 |
| 944 S2 | FHC | 2990/4 | 1988-92 | £12,000 | £6,000 | £2,000 |
| 911 (964/993) | FHC | 3299, 3600 | 1989-97 | £45,000 | £32,000 | £20,000 |
| 928 GT | FHC | 4957/V8 | 1989-92 | £32,000 | £20,000 | £8,000 |
| 911 TURBO (964) | FHC | 3299, 3600/6 | 1990-94 | £100,000 | £60,000 | £35,000 |
| 968 | CON | 2990/4 | 1992-95 | £20,000 | £12,000 | £6,000 |
| 968 | FHC | 2990/4 | 1992-95 | £18,000 | £10,000 | £4,000 |
| 928 GTS | FHC | 5397/V8 | 1992-95 | £50,000 | £24,000 | £10,000 |
| 911 TURBO (993) | FHC | 3600/6 | 1993-98 | £105,000 | £75,000 | £40,000 |
| BOXSTER 2.5/2.7 | SP | 2490, 2687/6 | 1996-04 | £6,500 | £3,500 | £2,000 |
| 911 (996) | FHC | 3387, 3600/6 | 1997-04 | £20,000 | £12,000 | £7,000 |
| 911 TURBO (996) | FHC | 3600/6 | 1999-06 | £45,000 | £28,000 | £18,000 |
| BOXSTER S | SP | 3179/6 | 1999-04 | £8,000 | £5,750 | £3,000 |

The Micra K11 is a new addition to our listings, and is becoming increasingly popular among younger enthusiasts.

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| **RELIANT** | | | | | | |
| SCIMITAR GTC SE8 | CON | 2792/V6 (FORD) | 1980-86 | £10,000 | £6,000 | £1,500 |
| RIALTO | HATCH/SAL/EST | 850/4 | 1982-97 | £3,500 | £1,500 | £800 |
| SCIMITAR SS1 1300, 1600, 1400 | SP | 1296, 1392, 1596/4 | 1984-90 | £3,500 | £1,800 | £800 |
| MIDDLESBRIDGE SCIMITAR GTE | EST | 2933/V6 (FORD) | 1988-90 | £25,000 | £15,000 | £10,000 |
| SCIMITAR SST 1800TI TURBO | SP | 1809/4 (NISSAN) | 1990-91 | £4,500 | £2,500 | £1,000 |
| SCIMITAR SABRE 1400 AND 1.8 TURBO | SP | 1396, 1809/4 | 1993-95 | £4,000 | £2,500 | £900 |
| ROBIN MKII | HATCH/EST | 850/4 | 1989-01 | £3,500 | £1,500 | £800 |
| **RENAULT** | | | | | | |
| FUEGO COUPÉ | FHC | 1397, 1647, 1995/4 | 1980-86 | £3,500 | £1,800 | £700 |
| 18 TURBO | SAL | 1565/4 | 1981-85 | £6,500 | £4,000 | £2,000 |
| 5 GORDINI TURBO | HATCH | 1397/4 | 1982-85 | £17,000 | £8,000 | £3,500 |
| 25 | SAL | 1995, 2165/4, 2458, 2664, 2849/V6 | 1983-92 | £3,000 | £1,200 | £600 |
| 5 TURBO 2 | HATCH | 1397/4 | 1983-86 | £75,000 | £40,000 | £20,000 |
| FUEGO TURBO COUPÉ | FHC | 1565/4 | 1983-86 | £5,000 | £2,750 | £800 |
| 5 (2ND GEN) | HATCH | 956, 1108, 1397, 1721/4 | 1984-96 | £3,000 | £1,500 | £700 |
| ESPACE MK1 | EST | 1995, 2165/4, 2068 (D)/4 | 1984-91 | £2,550 | £1,500 | £700 |
| 5 GT TURBO | HATCH | 1397/4 | 1986-91 | £17,500 | £8,000 | £3,250 |
| 9 AND 11 TURBO | HATCH/SAL | 1397/4 | 1986-89 | £5,000 | £2,000 | £1,000 |
| 21 TURBO | SAL | 1995/4 | 1988-92 | £6,000 | £3,000 | £1,500 |
| CLIO MKI | HATCH | 1108, 1149, 1171, 1390, 1764, 1794 | 1991-98 | £2,200 | £1,250 | £600 |
| CLIO WILLIAMS | HATCH | 1998/4 | 1994-95 | £19,000 | £10,000 | £4,000 |
| CLIO SPORT 172 | HATCH | 1998/4 | 2000-04 | £5,500 | £3,000 | £1,500 |
| CLIO SPORT 182 | HATCH | 1998/4 | 2004-05 | £5,000 | £2,750 | £1,200 |
| **ROLLS-ROYCE** | | | | | | |
| SILVER SPIRIT AND SPUR | SAL | 6750/V8 | 1980-98 | £15,000 | £9,000 | £3,500 |
| SILVER SERAPH | SAL | 5379/V12 | 1998-02 | £45,000 | £30,000 | £20,000 |
| CORNICHE V | DHC | 6750/V8 | 2000-02 | £150,000 | £75,000 | £50,000 |
| **ROVER** | | | | | | |
| SD1 2000 | HATCH | 1994/4 | 1982-86 | £5,000 | £2,750 | £850 |
| SD1 VITESSE/VANDEN PLAS EFI | HATCH | 3528/V8 | 1982-86 | £8,250 | £4,000 | £1,250 |
| 213/216 (SD3) | SAL | 1342,1598/4 | 1984-89 | £2,750 | £1,200 | £600 |
| SD1 VITESSE (TWIN PLENUM) | HATCH | 3528/V8 | 1985-86 | £9,500 | £5,000 | £1,500 |
| 820 MK1 | HATCH/SAL | 1994/4 | 1986-91 | £2,750 | £1,750 | £700 |
| 825/827 MK1 | HATCH/SAL | 2494, 2675/V6 | 1986-91 | £3,500 | £2,000 | £800 |
| STERLING MK2 | HATCH/SAL | 1994/4, 2495, 2675/V6 | 1986-95 | £3,000 | £1,800 | £750 |
| STERLING/VITESSE MK1 | HATCH/SAL | 2497, 2675/V6 | 1986-95 | £4,000 | £2,500 | £900 |
| VITESSE MK2 | HATCH/SAL | 1994/4 | 1986-95 | £5,000 | £2,500 | £1,000 |
| 200/400 (R8) | HATCH/SAL/EST | 1396, 1589, 1590, 1796, 1994/4, 1769 (D)/4 | 1989-98 | £2,000 | £1,250 | £500 |
| 216/416 GTI (R8) | HATCH/SAL | 1590/4 | 1990-93 | £2,500 | £1,500 | £650 |
| METRO 1.4 GTI | HATCH | 1396/4 | 1990-94 | £4,000 | £2,000 | £750 |
| 220 GTI 16V (R8) | HATCH | 1994/4 | 1991-93 | £2,750 | £1,500 | £700 |
| 800 COUPÉ | FHC | 1994/4, 2495, 2675/V6 | 1991-99 | £5,000 | £2,500 | £1,000 |
| 820 MK2 | HATCH/SAL | 1994/4 | 1991-99 | £2,500 | £1,500 | £700 |
| 820 TURBO | HATCH/SAL | 1994/4 | 1991 | £5,000 | £2,600 | £1,200 |
| 827/825 MK2 | HATCH/SAL | 2497, 2675/V6 | 1991-99 | £3,000 | £1,750 | £850 |
| 200 CABRIOLET | CON | 1396, 1589, 1590/4 | 1992-99 | £2,200 | £1,500 | £800 |
| 200 COUPE | FHC | 1589, 1590, 1796, 1994/4, | 1992-99 | £2,500 | £1,500 | £1,000 |
| 220 TURBO COUPÉ (R8) | FHC | 1994/4 | 1992-95 | £5,000 | £2,500 | £1,250 |
| 220/420 GSI TURBO (R8) | SAL | 1994/4 | 1992-95 | £3,250 | £1,750 | £1,000 |
| 200VI | HATCH | 1796/4 | 1996-99 | £2,750 | £1,500 | £800 |
| 200BRM | HATCH | 1796/4 | 1998-99 | £4,750 | £2,500 | £1,400 |
| 75 4.6 V8 | SAL/EST | 4601/V8 | 2003-05 | £12,500 | £7,000 | £3,000 |
| 75 (FOUR CYL) | SAL/EST | 1798/4 | 1998-05 | £2,000 | £1,250 | £600 |
| 75 V6 | SAL/EST | 1991, 2497/V6 | 1998-05 | £2,500 | £1,500 | £750 |
| 45 V6 | SAL | 1991/V6 | 1999-05 | £2,000 | £1,000 | £600 |
| **SAAB** | | | | | | |
| 900 | SAL | 1984/4 | 1979-93 | £4,000 | £1,750 | £750 |
| 90 | SAL | 1985/4 | 1984-87 | £3,500 | £1,500 | £500 |
| 9000 | HATCH/SAL | 1985, 2290/4, 2963/V6 | 1985-97 | £2,500 | £1,250 | £600 |
| 9000 TURBO | HATCH/SAL | 1985, 2290/4 | 1985-97 | £3,500 | £1,800 | £900 |
| 9000 TURBO CARLSSON | HATCH/SAL | 2290/4 | 1989-91 | £4,500 | £2,000 | £1,200 |
| 900 TURBO CARLSSON | HATCH | 1985/4 | 1990-92 | £10,000 | £5,000 | £2,000 |

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 900 CONVERTIBLE | CON | 1985/4 | 1986-93 | £6,500 | £2,500 | £1,000 |
| 9000 AERO TURBO | HATCH | 2290/4 | 1993-97 | £4,000 | £1,750 | £1,000 |
| 900 (GM) | HATCH/SAL | 1985, 2290/4, 2498/V6 | 1994-98 | £2,000 | £1,000 | £500 |
| 900 CONVERTIBLE (GM) | CON | 1985, 2290/4, 2498/V6 | 1995-98 | £2,500 | £1,250 | £600 |
| 9-3 | HATCH/SAL | 1985, 2171 (D), 2290/4 | 1998-03 | £2,000 | £1,000 | £500 |
| 9-3 CONVERTIBLE | CON | 1985, 2290/4 | 1998-03 | £4,000 | £2,000 | £1,000 |
| 9-5 | SAL/EST | 1985, 2290/4, 2692/V6 | 1997-05 | £2,000 | £1,200 | £625 |
| 9-5 AERO | SAL/EST | 2290/4 | 1999-05 | £3,250 | £2,000 | £900 |
| **SKODA** | | | | | | |
| RAPID | FHC | 1174, 1289/4 | 1985-90 | £5,000 | £2,250 | £1,000 |
| FAVORIT | HATCH/EST | 1289/4 | 1988-94 | £1,750 | £900 | £250 |
| FELICIA FUN | PICKUP | 1289, 1598/4, 1896 (D)/4 | 1995-00 | £4,500 | £2,000 | £850 |
| OCTAVIA VRS | HATCH/EST | 1781/4 | 2001-04 | £2,200 | £1,400 | £750 |
| **SUBARU** | | | | | | |
| SVX | FHC | 3318/6 | 1992-96 | £3,400 | £2,300 | £1,000 |
| IMPREZA TURBO | HATCH/SAL | 1994/4 | 1993-01 | £9,000 | £4,500 | £1,200 |
| IMPREZA WRX MKII | HATCH/SAL | 1994/4 | 2000-07 | £8,000 | £3,500 | £1,000 |
| **SUZUKI** | | | | | | |
| SJ SAMURAI | UTIL | 970, 1298/4 | 1981-95 | £3,000 | £1,300 | £800 |
| SWIFT GTI | HATCH | 1298/4 | 1986-92 | £4,000 | £2,000 | £1,000 |
| CAPPUCCINO | SP | 657/3 | 1993-96 | £5,000 | £2,500 | £1,250 |
| **TALBOT** | | | | | | |
| TAGORA | SAL | 2155/4, 2664/6 | 1980-83 | £3,500 | £1,750 | £750 |
| SAMBA | HATCH/CON | 1360/4 | 1981-86 | £3,000 | £1,500 | £600 |
| **TOYOTA** | | | | | | |
| CELICA SUPRA 2.8I | FHC | 2759/6 | 1982-85 | £10,000 | £5,000 | £3,000 |
| COROLLA GT AE86 | HATCH/SAL | 1587/4 | 1983-87 | £45,000 | £28,000 | £15,000 |
| MR2 MKI | FHC/T-B | 1587/4 | 1985-90 | £10,500 | £5,000 | £2,000 |
| SUPRA 3.0I COUPÉ | FHC | 2954/6 | 1986-93 | £8,500 | £3,650 | £1,750 |
| CELICA GT-FOUR TURBO 4WD | FHC | 1998/4 | 1989-94 | £13,000 | £6,000 | £3,000 |

The Toyota Corolla AE86 has gained a strong cult following, with price tags to match.

| MAKE/ MODEL | BODY TYPE | ENGINE CC/CYL | BUILT | CURRENT PRICE (£) | | |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| SUPRA 3.0I TURBO | FHC | 2954/6 | 1989-93 | £15,000 | £7,000 | £3,250 |
| MR2 MKII | FHC/T-B | 1998/4 | 1990-00 | £18,000 | £3,000 | £1,200 |
| SUPRA 3.0 TURBO | FHC | 2997/6 | 1993-02 | £40,000 | £18,000 | £5,000 |
| MR2 MKIII | SP | 1794/4 | 2000-07 | £3,000 | £1,600 | £750 |
| **TRABANT** | | | | | | |
| 1.1 | SAL/EST | 1042/4 | 1990-91 | £4,500 | £2,250 | £750 |
| **TRIUMPH** | | | | | | |
| TR7 | DHC | 1998/4 | 1980-82 | £5,500 | £2,500 | £1,200 |
| TR8 (ORIGINAL) | DHC | 3528/V8 | 1981-82 | £17,500 | £10,000 | £5,000 |
| ACCLAIM | SAL | 1335/4 | 1981-84 | £2,750 | £1,500 | £750 |
| **TVR** | | | | | | |
| TASMIN/280I | FHC | 2792/V6 | 1980-87 | £4,750 | £3,000 | £1,000 |
| TASMIN/280I | CON | 2792/V6 | 1980-87 | £6,000 | £3,750 | £1,500 |
| 350I | FHC | 3528/V8 | 1983-89 | £7,750 | £3,200 | £1,500 |
| 350I | CON | 3528/V8 | 1983-89 | £8,000 | £4,000 | £2,000 |
| 390SE | CON | 3905/V8 | 1984-88 | £10,000 | £6,000 | £2,500 |
| 420, 450SEAC (COMPOSITE) | CON | 4228, 4441/V8 | 1986-88 | £15,000 | £9,000 | £5,500 |
| S, S2, S3, S4C | CON | 2792, 2933/V6 | 1986-93 | £10,000 | £5,500 | £2,500 |
| 400, 450SE (G/FIBRE) | CON | 3948/V8 | 1988-91 | £10,000 | £7,500 | £4,500 |
| GRIFFITH 4.0, 4.3 | CON | 3948, 4280/V8 | 1991-01 | £20,000 | £10,000 | £5,000 |
| V8 S | CON | 3948/V8 | 1991-93 | £14,000 | £8,000 | £4,750 |
| CHIMAERA 4.0, 4.3, 4.5, 5.0 | CON | 3948, 4280, 4495, 4988/V8 | 1992-01 | £18,000 | £9,000 | £5,000 |
| GRIFFITH 500 | CON | 4988/V8 | 1993-01 | £25,000 | £15,000 | £7,500 |
| CERBERA 4.2/4.5 | FHC | 4185, 4475/V8 | 1996-03 | £21,000 | £14,500 | £7,500 |
| CERBERA SPEED SIX | FHC | 3996/6 | 1996-03 | £20,000 | £14,500 | £7,500 |
| TUSCAN SPEED SIX | CON | 3605, 3996, 4200/6 | 1999-06 | £25,000 | £19,000 | £15,000 |
| **VAUXHALL** | | | | | | |
| CAVALIER MKII | HATCH/SAL/EST | 1297, 1598, 1796, 1998/4, 1598 (D)/4 | 1981-88 | £2,500 | £1,300 | £650 |
| SENATOR A | SAL | 2494, 2968/6 | 1982-87 | £6,000 | £3,200 | £1,500 |
| ASTRA GTE 1800I | HATCH | 1796/4 | 1983-84 | £20,000 | £8,500 | £3,750 |
| NOVA | HATCH/SAL | 993, 1196, 1297, 1389/4 1488 (D)/4 | 1983-93 | £4,500 | £2,250 | £1,000 |
| ASTRA MKII | HATCH | 1196, 1297, 1396, 1598, 1796/4, 1488 (D), 1686 (D), 1699 (D)/4 | 1984-91 | £2,500 | £1,400 | £650 |
| CARLTON MKII | SAL/EST | 1998/4, 2594, 2969/6, 2260 (D)/4) | 1986-94 | £3,000 | £2,000 | £1,000 |
| ASTRA GTE 2.0I | HATCH | 1998/4 | 1987-91 | £7,500 | £4,000 | £1,500 |
| CAVALIER MKII SRI130 | HATCH/SAL | 1998/4 | 1987-88 | £4,000 | £1,850 | £1,000 |
| SENATOR B | SAL | 2490, 2594, 2969/6 | 1987-94 | £5,000 | £3,000 | £1,500 |
| ASTRA GTE 2.0I 16V | HATCH | 1998/4 | 1988-91 | £13,000 | £6,500 | £2,500 |
| NOVA GTE | HATCH | 1598/4 | 1988-90 | £12,500 | £5,500 | £1,750 |
| CALIBRA | FHC | 1998/4 | 1990-98 | £4,000 | £2,000 | £800 |
| LOTUS CARLTON | SAL | 3615/6 | 1990-93 | £50,000 | £30,000 | £15,000 |
| VX220 | SP | 2198/4 | 2000-05 | £15,000 | £9,000 | £6,000 |
| VX220 TURBO | SP | 1998/4 | 2003-05 | £19,000 | £12,000 | £9,000 |
| VICEROY | SAL | 2490/6 | 1980-82 | £6,000 | £3,000 | £1,500 |
| **VOLKSWAGEN** | | | | | | |
| POLO MKII | HATCH/FHC | 1043, 1093, 1272/4 | 1981-94 | £2,200 | £1,200 | £600 |
| SCIROCCO MKII GTI/GTX | FHC | 1588, 1780/4 | 1982-91 | £4,750 | £2,500 | £1,000 |
| GOLF MKII | HATCH | 1043, 1272, 1595, 1781, 1984/4, 1588 (D)/4 | 1983-92 | £3,000 | £1,750 | £800 |
| GOLF GTI MKII | HATCH | 1781/4 | 1984-92 | £15,000 | £8,000 | £2,500 |
| JETTA MKII | SAL | 1272, 1595, 1781, 1984/4, 1588 (D)/4 | 1984-92 | £2,750 | £1,600 | £700 |
| POLO MKII G40 | FHC | 1272/4 | 1987-94 | £7,500 | £4,000 | £2,000 |
| CORRADO 16V | FHC | 1781, 1984/4 | 1988-95 | £5,000 | £3,000 | £1,000 |
| CORRADO G60 | FHC | 1780/4 | 1989-92 | £8,500 | £5,000 | £2,000 |
| CORRADO VR6 | FHC | 2861/6 | 1992-95 | £11,000 | £7,000 | £3,000 |
| GOLF GTI MKIII | HATCH | 1984/4 | 1992-97 | £3,000 | £1,500 | £650 |
| BEETLE (NEW) | HATCH | 1596, 1781, 1984/4, 2324/V5 | 1998-11 | £2,500 | £1,250 | £700 |
| **VOLVO** | | | | | | |
| 760 | SAL/EST | 2316/4, 2664/V6, 2383 (D)/6 | 1982-90 | £4,000 | £2,000 | £900 |
| 740 | SAL/EST | 1986, 2316/4, 2383 (D)/6 | 1984-94 | £3,500 | £1,500 | £700 |
| 480 ES | HATCH | 1721, 1998/4 | 1987-95 | £4,000 | £1,750 | £750 |
| 940 | SAL/EST | 1986, 2316/4, 2383 (D)/6 | 1990-98 | £2,800 | £1,300 | £600 |
| 960/S90/V90 | SAL/EST | 2473, 2922/6 | 1990-98 | £3,000 | £1,500 | £700 |
| 850 T5 | SAL/EST | 2319/5 | 1993-96 | £5,500 | £2,500 | £1,200 |
| 850R | SAL/EST | 2319/5 | 1996 | £9,000 | £4,500 | £2,000 |

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# SALES SPOTLIGHT

## AUSTIN MINI CITY YEAR: 1988 MoT: AUGUST 2023

PRICE: £7995

By 1988, the Mini had come through the worst of it. Sales had hit an all-time low of 33,700 in 1986 and then began to creep back up. By the time this F-reg example was made, Mini production was at its highest level since 1983 and would soon pop above the 40,000 mark again.

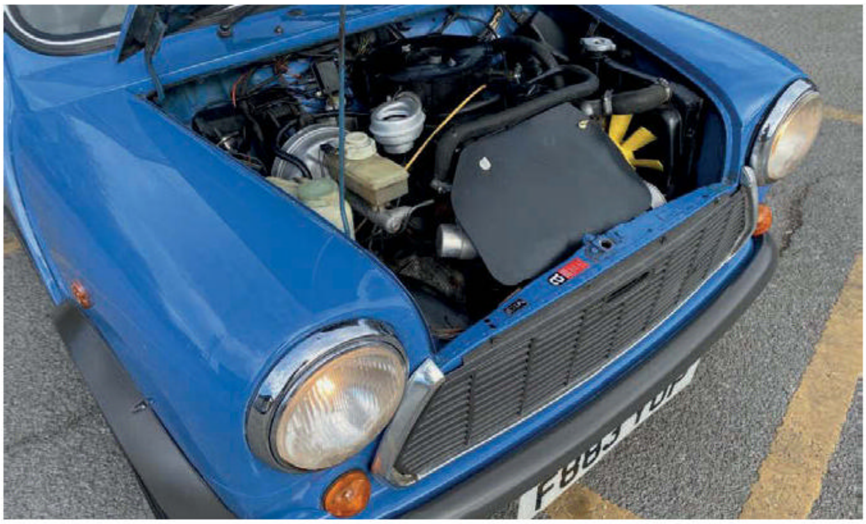
The Mini's emerging status as a retro fashion icon, it's popularity in Japan and low running costs were all reasons behind the Mini's renaissance. Then, in 1990, the much-missed Cooper would make its reappearance and really set the Mini on a new course for its final decade.

That course would see the disappearance of the basic Mini by 1996, which makes cars like this rather poignant. This Mini City has no radio, no tachometer and very few chrome embellishments, plus all the 'features' of a 1980s Mini – a four-speed gearbox, a manual choke, a single-speed heater and so on. But the 998cc A-Plus engine provides perky performance, while the servo-assisted front disc brakes mean it's up to coping with the rigours of current-day motoring.

With just 66,000 miles backed up by a large history file, this City is low mileage enough to be in good overall condition without being low enough to be a museum piece. And unlike many '80s Citys, it has escaped modification beyond some Minilite-style alloy wheels, which go well with the Henley Blue paint. The original Nimbus Grey bumpers, wheelarches, mirrors and door handles are still there, and the interior is correct down to the 'Crayon' seat fabric and factory grey carpets.

What's more, the body still has its original vented sills rather than cheap cover-all replacements, with the wings and boot floor also original and the rear subframe recently replaced. All in all, it's an ideal example if you want a Mini with the cheeky back-to-basics character, but also the reassurance of low-mileage originality and some 1980s mechanical improvements.

**Jack Grover**



### TECH SPEC

| | |
|---|---|
| ENGINE: | 998cc, 4-cyl |
| POWER: | 41bhp |
| TOP SPEED: | 84mph |
| 0-60mph: | 19.7 secs |
| ECONOMY: | 50.7mpg |
| GEARBOX: | 4-spd, man |

### CONTACT

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**2012/62 Bentley Flying Spur Mulliner**. Finished in unmarked Hallmark Silver with 20 inch Mulliner alloys and electric sunroof. The interior is in Linen leather with contrast stitching and Beluga secondary hide. Fitted with rear park camera. Only 50,000 miles with FSH. Known to us for last 6 years. Immaculate throughout...**£37,250**

**2006/06 Bentley Flying Spur with Mulliner features** Finished in Diamond Black with electric sunroof and 20 inch alloys. Contrasting Soft Black interior with heated and cooling seats front and rear. 5 seat option with lumbar support on rear seats. Just 62,000 miles with FSH. Immaculate throughout ............ **£21,950**

**2009 / 2010 Model Bentley Azure LHD with bespoke Mulliner features**. Finished in Havana with a Brown hood and 20 inch 5-spoke two piece alloys. Too many features to list. Linen hide interior with Burr Oak veneers. One owner and just 22,300 miles with full Main Agent History. One of the last ever produced........................................**£169,500**

**2009/09 Bentley Arnage T Mulliner with 20 inch 5-spoke alloy wheels**. Finished in Diamond Black with Cotswold hide and dark stained Burr Walnut veneers with Bentley emblems to the waist rails. Lots of options including retractable mascot, rear vanity mirrors and rear park camera. Only 27,500 miles, with FSH.......... **£63,950**

**2009/59 Bentley Continental GTC W12 Mulliner.** One owner and only 8,800 miles. Finished in Light Tudor Grey special order, with 20 inch alloys and a Black hood. Linen leather interior with contrast stitching, Grey carpets and Piano Black veneers. Serviced every year at Bentley Main Dealer. The very best ..................... **only £59,995**

**2008/08 Bentley Arnage T Mulliner Sports Combination (Level 2)**. Finished in Black Sapphire with 19 inch two piece blade design alloyS, electric sunroof and Flying B mascot. Cotswold interior with dark stained Burr Walnut veneers and picnic tables. Only 47,000 miles with 3 former keepers and FSH. Immaculate condition ...... **only £46,950**

**2007/07 Bentley Continental GT Mulliner**. Finished in Silver Tempest, with 20 inch split rim alloys and Beluga interior, with contrast stitching and Flying B's in Portland. Fitted with powered boot and Coming Home controls. 87,000 miles with Full Service History. Outstanding condition throughout ....................**£22,950**

**2006/55 Bentley Arnage T Mulliner Level II**. Finished in beautiful Moonbeam Silver with Le Mans wing vents, quad exhausts and 19 inch split rim alloys. Beluga interior with contrast stitching in Cornsilk, Walnut veneers and picnic tables. Only 55,000 miles with FSH. Immaculate condition and amazing value at ...........**£35,950**

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**2005 Model Bentley Continental GT.** Finished in Beluga with 19 inch alloys. The interior is finished in Champagne with Birds Eye Maple veneers. Known to ourselves, only 77,000 miles with full history. Maintained regardless of cost. Only ...........**only £19,999**

**2005/05 Bentley Flying Spur.** Finished in Silver Tempest with electric sunroof and 19 inch alloy wheels. Soft Black interior with the luxury 4 seat option. Reclining rear seats and all options. Only 75,000 miles with FSH. Known to ourselves for last 7 years. Immaculate condition throughout ........................... **£19,999**

**2004/04 Bentley Arnage T Mulliner.** Finished in Beluga with 19 inch split rim alloys. The interior is in Beluga with contrast stitching and embossed Flying B's. With only 40,000 miles with full history, previously supplied by ourselves 6 years ago. Four new tyres just fitted, immaculate condition.................**£29,999**

**2003/03 Bentley Arnage R.** Finished in unmarked Black Emerald with 18 inch alloys. The interior is finished in Cotswold leather with Walnut veneers and Spruce Green carpets with Cotswold piping. Only 2 owners and just 45,000 miles with history. Known to ourselves and is in immaculate condition throughout .......................... **£25,950**

**2002/02 Bentley Arnage T Mulliner.** Finished in stunning Racing Green with 19 inch alloys, with Soft Black interior with contrasting stitching and embossed Flying B's in the headrests. Walnut veneers with machined alloy inserts on the waistrails. Only 69,000 miles with FSH. Not to be missed ............................... **only £26,950**

**2002/51 Bentley Azure Left Hand Drive.** Finished in Silver Tempest with a new Blue hood and chrome radiator shell. The interior hide is in Cotswold, piped in Slate Grey with Granite carpets, wood fascia with chromed bezels and Burr Oak veneers. Only 27,000 miles with extensive history. Immaculate throughout ...... **£59,750**

**2001 Y Bentley Arnage Le Mans.** Built to celebrate Bentley's return to Le Mans racing, with many unique features. Finished in Silver Storm with 18 inch Le Mans alloys and 2 tone interior beautifully finished in Slate over Cinders Connolly leather with Walnut veneers. Only 61,000 miles with FSH. Stunning! .. **£23,950**

**1997 R Bentley Brooklands R Limited Edition 52/100.** Finished in beautiful Peacock Blue with wing vents and racing grilles to the front, with chrome bumper blades. Sandstone interior with sculptured front seats and Walnut veneers. This extremely rare car is offered at only .....................................................**£22,950**

**1997 R Bentley Turbo RT.** This rare Limited Edition is finished in Masons Black with Soft Black interior and Walnut veneers, with Mulliner surrounds on the gauges and Soft Black carpets. Maintained regardless of cost for last 4 years. Full Service History. Immaculate, an investment at only ................................**£21,950**

**1997 P Bentley Turbo RL.** Finished in Black Sapphire with a Cream coachline and 17 inch alloys. The interior is in Cotswold with French Navy carpets and Walnut veneers. Only 53,000 miles with Full Service History, with invoices. This car looks and drives like new and must be seen .................................................**£21,950**

**1985 B Bentley Mulsanne.** in unmarked Deep Ocean Blue with twin headlamps, alloy wheels and a Cream coachline. The interior is Beige leather and French Navy carpets piped in Beige, with Walnut veneers. Only 60,000 miles with large history file. Lovingly cared for, it's the best you will find ..............................**only £18,950**

**1980 W Silver Shadow Series II.** One of the last iconic Silver Shadows, the Chestnut paintwork is completely unmarked and the London Tan interior is almost like new with only 41,000 miles on the clock. Maintained to the highest degree, it is very rare to see a car in this condition. Yours for .................................... **only £36,950**

**1978 S Rolls Royce Silver Shadow II.** Finished in Cardinal Red with Magnolia fine lines and Magnolia interior with St James carpets piped in Magnolia and Walnut veneers. Supplied by us 27 years ago and maintained by us, with good history and is completely unmarked throughout, the condition is just amazing...................... **£36,950**

**1970 Rolls Royce Silver Shadow Series I.** Finished in completely unmarked Seychelles Blue with a single Shell Grey coachline. The Shell Grey interior is in almost new condition. The French Navy carpets with Shell Grey piping are as new. Very comprehensive history. Immaculate throughout, an investment at ....**only £25,950**

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Few cars have been so cruelly served by bad timing as Lotus' second-generation Elan. The M100 went on sale within weeks of Mazda's MX-5; and while the Lotus was an indisputably modern evocation of the spirit of the original, the Mazda was closer in styling and design, was cheaper and had the American market at its feet. That pulled the rug from under the new Elan before it had barely started to walk, let alone run.

This was all decidedly unfair, because the M100 has the dynamic prowess to back up both its name and its lineage. Time has proved it to also be a durable and largely fault-free product that offers one of the most affordable ways into Lotus ownership. Its front-wheel drive and Isuzu-sourced power unit don't sound all that impressive on paper, but there's plenty of fun to be had in an M100. You'd also have to spend huge money on modifications to get an early MX-5 to deliver the power and speed the M100 has as standard in turbocharged SE guise.

This car is in the striking combination of metallic blue with a cream leather interior, it benefits from uprated brakes and is in the process of being fitted with a new black mohair hood. It will also receive a comprehensive service before it's passed on to a new owner, and even comes with a period H-reg personalised numberplate.

**Jack Grover**

### TECH SPEC

| | |
|---|---|
| **ENGINE:** | 1588cc, 4-cyl |
| **POWER:** | 163bhp |
| **TOP SPEED:** | 147mph |
| **0-60mph:** | 6.7 secs |
| **ECONOMY:** | 39.6mpg |
| **GEARBOX:** | 5-spd, man |

## MERCEDES-BENZ SLK230 YEAR: 1999 MoT: 12 MONTHS

**PRICE: £9995**

The original 'R170' SLK was Mercedes' rather late entry into the 1990s sports car boom. The company was more versed in producing luxurious bigger roadsters, but the SLK was to be a more compact iteration on that theme and, like many of its forebears, was closely based on the platform of a corresponding saloon – in this case the W202 C-Class, with 10 inches chopped out from between the wheels.

That made for competent rather than thrilling handling, but the SLK was always to be more of a cruiser than a racer, and bristled with far more equipment than its rivals. The party piece was the powered folding metal roof, but it also had electric leather seats, electric windows, power steering, twin-zone climate control, four airbags and a full array of electronic traction and braking control systems.

The SLK230 also benefited from a supercharged engine, which this example combines with the optional five-speed automatic gearbox. Most remarkably though, it's covered fewer than 6000 miles from new, having reportedly been owned by "a celebrity author and her son". Described as a "time warp", this SLK will have its alloy wheels refurbished before sale, as well as receiving a full service.

**Jack Grover**

### TECH SPEC

| | |
|---|---|
| **ENGINE:** | 2295cc, 4-cyl |
| **POWER:** | 194bhp |
| **TOP SPEED:** | 149mph |
| **0-60mph:** | 7.2 secs |
| **ECONOMY:** | 29.6mpg |
| **GEARBOX:** | 5-spd, auto |

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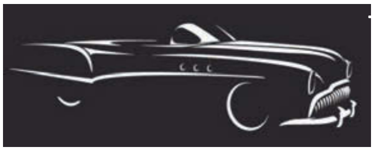

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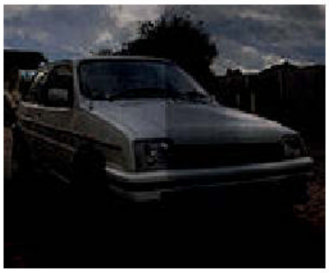

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### BMW 328

BMWcar
E36 328i

**1996, 151830 miles, £2,500.** The front cover of BMW Car magazine says it all - this is the modern classic you need to buy! The car has belonged to my son; he is only the second owner and has run this car for the last 12 years. All past MOTs can verify the mileage and the car has a current MOT until Dec. 2023. Full service history available (£10k spent maintaining and repairing car). Please call 07754833978, South West.

118140

### BMW 328

**1998, 135000 miles, £9,995.** E36 328i M Sport individual, one of one, registered May 1998.Limonit grey metalic paintwork. Proffesional manual gearbox conversion. Piped nappa leather seats.. Polished Burr walnut trim.  M technic sports package. Avus package. On board computer. Extensive service history with file of paperwork and original handbooks. Cosmetically rust free and mechanically sound. Drives fantastic. Must be seen to be appreciated. Please call 07762613254, East Midlands.

118143

### BMW CONVERTIBLE

**1995, 46000 miles, £14,000.** BMW E 30, Red, Convertible ,1.8i petrol , five speed, alloy wheels with spare, electric hood windows, mirrors , aeriel. The car is in excepional condition with now rust body work , excellent mechanicals . Has MOT to July 2023. , South East.

118173

### BMW 318

**1994, 46000 miles, £14,000.** 1994 E30 Convertable, Red 1.8i, 5 speed manual, alloy wheels, elecric hood, windows , door mirrors, aeriel, Only 46,000 miles, MOT to July 2023. This car is in excellent condition with everything working as it should. For full details email Donegantony38@gmail.com. , Greater London.

118174

### BMW Z4

**2004, 49914 miles, £3,500.** BMW Z4 2.2i SE Roadster in Sterling Grey with Dream Red Oregon Leather interior. 5 speed manual, 16" Star Spoke wheels, twin exhaust pipes with a grey fully automatic soft top in perfect working order. Lovely condition with under 50,000 miles from new and MOT until October 23. Please call 07590594437, East Midlands.

118311

### BMW 645

**2004, 66000 miles, £10,995.** Silver Grey metallic over a Chateau Red and Grey Oregon leather interior, believed to have been BMW's promo and show car. Impeccable service history, unmatched exterior and interior condition, recent £3,000+gearbox rebuild with 12mths warranty £11,000 worth of options when new. A few months ago, had a BMW health check, service and Bridgestone tyres all round. Please call 07542924607, Yorkshire and the Humber.

118312

### BMW 5 SERIES

**2006, 121000 miles, Fully loaded x5 - 3 litre diesel, twin turbo also MK2 transit tipper mint V reg 1980.** 16 ton podam swing shorel, runs well, 1989. Please call 07935696805, South West.

117767

### BMW 330

**2000, £3,395.** W Reg, 112, 400 miles, MOT 24th July 2023, HPi clear no accidents, full cream leather, bookpack, showroom brochures, 2 keys. Runs on Elo unleaded. Could deliver. Please call 07927069352, South West.

117850

### CHEVROLET STORM

**1990, £1,200.** 1990 Cherry Storm. LHD. Auto. 2 owners From new. Now needs love and TLC. Please call 01179 041411, South West.

118266

### CITROËN 2CV

**1989, 75000 miles, £5,500.** Galvanized chassis. Current MOT. Good condition Throughout. Owned 12 years. Ready to use and enjoy. Sympathetic restoration 2010. Dry use only since then. 3 owners from new. Please call 01802540242, South West.

118428

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## CITROËN 2CV

**£6,000.** Good condition, 4 new tyres, coil, battery. 123 Ignition, matts roof, 500 miles covered/6 years, speedo 3,508. Always winter-covered, 2CV club membership, Haynes Manual. Please call 07813 192 880, North West.
118079

## CITROËN C4

**2007, £1,400.** Citroen C4. 1600 petrol half leather interior, 2 owners. Only 70,000 miles, cutting my collection. Please call 01206 564872, East of England.
117786

## DAIMLER DOUBLE SIX

**1997, £7,000.** Very good condition, Anthracite grey with grey leather interior. Genuine reason for sale. During past 5 years has been fully maintained and improved by a local jaguar specialist I.e., air-con overhaul, steering overhaul, new dampers, underside wax oiled. Please call 01392 832218, South West.
117939

## DAIMLER SP250

**1964, Daimler SP250 Dart 1964, 82225 miles.** C-spec model with strengthened chassis. Lovely original patina. Solid and drives well. 4 speed manual. MOT and serviced. Ready to go. Tonneaus also. GBP, 34000 Durham. Please call 07879118777, North East.
118663

## DAIMLER SOVEREIGN

**1989, 120000 miles, £4,250.** 1989 (G) Daimler Sovereign 4 litre XJ40 £4250 Ono. In Regency red with cream piped leather. Top of the range, fully loaded, pristine car 120k mls. Comes with full mot. Possibly the best currently available. Must be seen and driven to be appreciated. May take retro/classic as part payment. Please call 07951 361719, West Midlands.
118671

## DAIMLER V12

**£9,150.** All the Daimler refinements with the smooth running V12. Only 54,000 miles. Dorchester Grey metallic. Lovely original grey leather and new headlining. Kent alloys. Re-gassed air con. New steering rack. Lots of service records. Re-imported from Japan so no underbody rust issues. Joy to drive. 1 years MOT. Grey, 3 owners, £9,150.00 ono. Please call 07771518751, South East.
118672

## DATSUN

**£5,500.** Datsun 280zx auto, 3 owners, original, complete and running, will require welding to a few areas on the body but solid underside. Please call 07737812413, East Midlands.
117929

## FORD CAPRI

**1986, 110000 miles, £17,995.** Ford Capri 1986, owned by myself since 2012, fully restored, lovely condition, comprehensive history file with all receipts , and file of photos of restoration. Please call 07746011272, North West.
113236

## FORD CORTINA MKI GT

**£12,995.** Ford Cortina MK 1 Z DR GT 1600 engine twin 40 D'coes 2000E gearbox. Roll cage bucket seats and full harness belts. ALI boot lid and door skins. Plus much more. Please call 07860379440, South East.
118424

## FORD ESCORT

**1980, 65900 miles, £11,750.** For sale is my stunning 1980 Ford Escort 1.3L, finished in its original colour of unblemished Strato Metallic Silver with original 1300 high compression crossflow engine. Originally registered in Belgium 17/01/1980 in left hand drive, the car was converted to right hand drive and registered in the UK 01/06/2017. Please call +447377086489, East Midlands.
118644

## FORD SIERRA

**£5,500.** LX 2.0 With Zetec Blacktop conversion. 6 Months MOT with no Advisory's rust free with lots of history. Please call 07918 956859, South East.
117940

## FORD TRANSIT

**1992, £2,700.** 2000cc Petrol 5 speed box, 19000 miles, no welding. Please call 07598521654, Wales.
118103

## FORD SIERRA

**1988, 112050 miles, £1,700.** Sierra 1.6 L. MOT till oct 23.2 owners. Was a deceased relatives and unable to locate history. Runs and drives well. Project car. Inside in good condition. Please call 07595718525, Greater London.
118145

## FORD ESCORT

**1988, 154000 miles, £1,300.** Mk 4 Escort Popular with MOT until 29 March 2023. Single female owner for over 20 years. Car drives well, starts every time with new battery fitted January 2023. Several MOT advisories:- Oil leak, but not excessive [8. 4. 1 (a) (i)]- Tyre worn close to legal limit/ worn on edge Nearside Front [5. 2. 3 (e)]- Integral body structure is corroded. London.
118206

## FORD ESCORT

**1997, 82350 miles, A Rare 1997 Ford Escort Estate Ghia, 82,350 Miles.** The interior is in excellent condition, no rips or tears in the seats, door cards, or head lining. The dashboard is in excellent condition, no damage, all switches and dials work. Please call 07572862391, South East.
118209

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## FORD ESCORT

**1988, 92000 miles, £11,000.** Escort XR3I/ RS TURBO REPLICA 3 owners from new 2 sets of keys, stacks of paperwork history and receipts. Over £15k spent on this car to get it to s2 turbo spec. Everything is s2 turbo apart from the logbook, chassis number and reg. Please call 07379804058, South East.
117695

## FORD ESCORT

**£2,350.** 1997 Ford escort gti with full black leather interior detailed engine bay, dry stored. Very good condition. Please call 07904 429655 , Greater London.
117728

## FORD ESCORT

**1979, 76000 miles, £11,500.** 4 door Mexico look alike. Full respray signal green. 1.6GT Pinto T9 5 speed. Giah black interior mint condition. Please call 07812449587, Wales.
118302

## FORD CORTINA

**1965, £12,950.** MK1 2-door GT. 1600 engine, twin Webers, 2000E gearbox, Minilites, bucket seats and belts, roll cage, alloy boot lid and door skins and much more. Please call 01206 564872, South East.
117787

## FORD GALAXIE

**1963, £27,000.** Ford Galaxie 500 XL, 2 door 6.4 LT. Manual 4 speed bo, super condition, all original, £27,000, 3 owners. Please call 01206 564872, East of England.
117788

## FORD FOCUS ST

**2003, 126000 miles, £1,000.** Lovely looking car, very good body work. MOT expires Jan 2023, needs some mechanical work and 2 new tyres. Black full leather interior in excellent condition. Has been very reliable over the last 12 years. Please phone for info. Offers welcome. Please call 07775880066, East of England.
117823

## GILBERN INVADER

**1973, 82000 miles, £12.** Gilbern Invader just passed mot with lots of modifications. Fuel injection, 5 speed Ford box, lsd, disc brakes, lovely paint job in Porsche green done in 2020, black leather seats, some jobs required. Selling on behalf of recently deceased owner who owned car since 1975 call 07860639385. Please call 07860639385, North East.
118203

## GILBERN INVADER

**1973, 82000 miles, £12,000.** Gilburn invader just past mot needs recommissioning not in use due to recently deceased owner this car is Modified with fuel injection,lsd,5 speed gearbox painted 2020 fortune spent on it. Please call 07860639385, North East.
118239

## HILLMAN

**1962, 50000 miles, Hillman Super Minx real Barn Find.** Been in storage since 2002. Vehicle overall in good condition. Surface rust mostly. Original engine turns over but not run. Restoration project. Rootes Group Workshop Manual and Parts Manual come with vehicle. More pics available. Contact 07971095341 for more info. Please call 07971095341, East of England.
118339

## HONDA PRELUDE

**1990, 150000 miles, Honda prelude, petrol, auto, rare, 4 wheel steer, very good condition.** MOT just expired, will pass. Sensible offers only. No part X's. Tel: 07516581747. B98 area. Please call 07516581747, West Midlands.
118310

## HONDA ACCORD

**2006, 50159 miles, £3,500.** 56 plate Black Honda Accord EX-1-vtec automatic petrol 51000 miles full top spec 3 same family owners A1 condition. Please call 07841234108, South East.
117863

## JAGUAR S-TYPE

**2001, 55000 miles, £2,500.** Jaguar S Type in blue. Registered 2001. Excellent condition. 12 months MOT. Full service history. Please call 07914389236, Yorkshire and the Humber.
118371

## JAGUAR E-TYPE

**1975, 46000 miles, £94,000.** E-TYPE SER 3 ROADSTER. 1 PREVIOUS OWNER. Works hardtop, full engine, gearbox rebuild by mark specialist. Paperwork, manual, wallet etc. Original interior with lovely patina. The car was one of the last 100 built before production finished.Contact via phone or email at alanauty@hotmail.co.uk. Please call 07767494876, West Midlands.
118456

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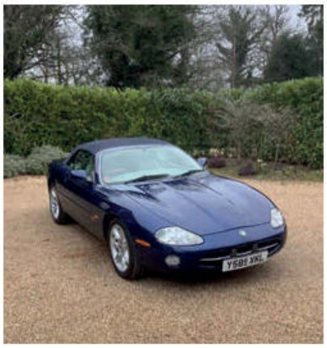
### JAGUAR XK8

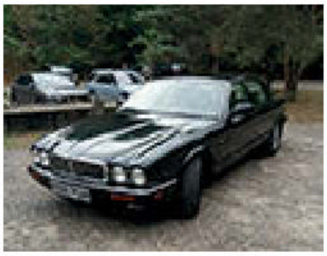


**2001, 114000 miles, £9,000.** Lovely car, ready for summer. regularly maintained with full file of all work completed since first registered. Body work and interior in good condition for year. Unmarked tonneau cover with storage bag included. Call for a viewing appointment. 07739997874. Next MOT due 31/05/2023. FSH. Please call 07739997874, South West.
118518

### JAGUAR XK

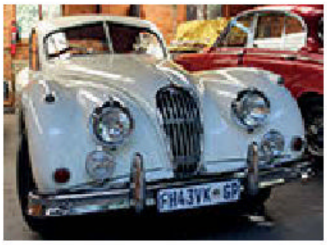
**2014, 25200 miles, £36,950.** "Signature" XK Convertible. First registered April 2014. Only 25,200 miles,. Superb condition - no marks on bodywork or alloys. Full Jaguar Service History, MOT to January 2024. Bowers and Wilkins sound system, 20" Kalimnos wheels. (Note - the car is now registered as YY14AUK). Please call 07932085499, North West.
117908

### JAGUAR XJ6



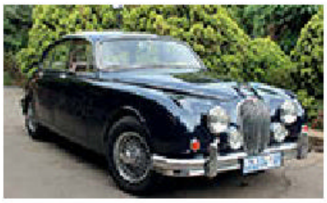
**1996, 81000 miles, £4,150.** 1996 p reg jaguar xj6 executive in metallic black with grey leather interior mot till October 2023. Only 83000 miles. One previous owner. No rust. Very clean and original. Please call 07904 429655 , Greater London.
117930

### JAGUAR XK140



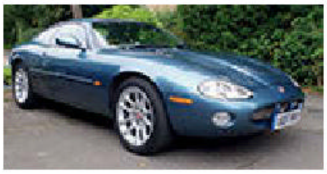
**POA.** A original RH hand classic, with a Jaguar Heritage Certificate, detailed in the XK Southern hemesphere book with a comprehensive history, returning home to the UK (Castle Donnington) April 2023. Please call 027 835370441, East Midlands.
117935

### JAGUAR MK II



**POA.** An original 1962 Jaguar 3.4 manual overdrive car in excellent all round condition restored 5 years ago that has benefited from the dry South African climate with a very sound body. The Mk 2 will be arriving in the UK (Castle Donnington) in April this year and road legal licensed and MOT inspected for UK roads. Please call 027 835370441, East Midlands.
117936

### JAGUAR XKR



**146300 miles, £5,000.** XKR 4.0L V8 Supercharged Coupe, Mistral Blue, Nimbus Grey leather interior. Drives beautifully but in need of some bodywork TLC. Ex Jaguar press car featured in Jaguar Monthly 2001 and Jaguar World 2022 magazines. MOT Sept 2023. Daily car for past 20 years. Please call 07831149832, South East.
117937

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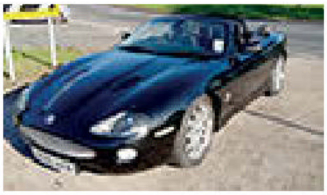
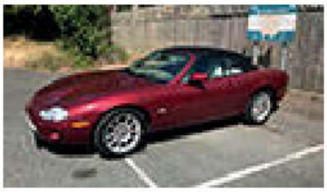
### JAGUAR XKR



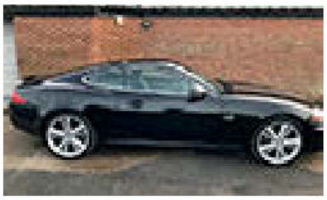
**£29,500.** XKR convertible 2005 white badge carbon edition. UK original condition. Very low mileage only 18600 miles from new. 12months M.O.T when sale agreed. Please call 01513 272353, West Midlands.
117948

### JAGUAR XJ8



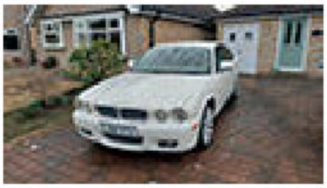
**1997, 66000 miles, £11,950.** Stunning August 1997 XK8 convertible, five owners FSH which validates mileage as does the MOT history. Immaculate bodywork with no corrosion following minor restoration by specialist classic car restorer 2021. Serviced and MOT'd September 2022. Cream leather upholstery unmarked, hood in as new condition, alloy wheels unmarked, boot unmarked and spare wheel unused. Please call 07766240841, South East.
117978

### JAGUAR XK



**2009, 53300 miles, £15,750.** XK Portfolio 5.0 Coupe, black on black. Owned since March 2014, 2nd owner. Full service history, immaculate inside and out, great car. Please call 07860 453036, South East.
118157

### JAGUAR XJ



**2008, 43500 miles, £12,950.** X358 4.2 Executive, Porcelain White, Full specialist service history with receipts. Just serviced and MOT until Jan 2024, no advisories. 43500 miles. Cream leather, sat nav, Multi CD, reverse camera, electric heated/ cooled seats, P Zero's. Front and rear suspension sorted. 1 previous owner before being imported from Japan by well known London importer. Registered February 2021. Please call 07909812866, Yorkshire and the Humber.
118189

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## JAGUAR S-TYPE

**£10,000.** 2002 Jaguar S Type R auto in Anthracite Grey with black leather. 4.2 V8 supercharged, 400 HP. 0-60 5.3 secs. Max 155mph. 52,500 miles from new. MOT to 22/ 01/ 2024. One family ownership from new. File of bills from the date of purchase in 2002. VGC. sat nav, cruise control, air con, hi fi. Electric windows, mirrors ,seats, steering wheel. Please call 07971079448, South West.
118190

## JAGUAR XK8

**1998, 113450 miles, £5,000.** Exceptional Jaguar XK8 Coupe 98 R reg , needs nothing doing no warnings,drives superb, chains, tensioners,guides water pump all replaced , not 100% but I doubt there any more genuine XK8 on the market mot October £5000 ovno collect. Leamington Spa Warwickshire. Please call 07710678994, West Midlands.
118541

## JAGUAR XK

**2009, 53300 miles, £15,750.** XK Portfolio 5.0 Coupe, black on black. Owned since March 2014, 2nd owner. Full service history, immaculate inside and out, great car. Please call 07860 453036, South East.
118604

## JAGUAR XKR

**2007, £15,000.** 2007 Jaguar XKR, 47,500miles. 4.2 V8 supercharged Coupe. Metallic Black. Ivory leather seats. Dark oat veneer. MOT until Aug 23. Please call 07944990318, Yorkshire and the Humber.
118643

## JAGUAR XKR

**2003, 4693 miles, A Truly Fine Example Of A Jaguar XKR 20"** Bronze Finished Detroit R Performance Alloy Wheels Unmarked On Branded Tyres, Dual Zone Climate Control, Leather and Walnut Bound Multi-Functional Steering Wheel, Electric Front Seats With Driver Memory Settings. Please call 07792308897, Wales.
112959

## JAGUAR XK8

**1996, £3,750.** Immaculate Aquamarine pearlescent Bodywork. 130,000 miles but has had new Jaguar engine and gearbox and recent ECU. Now Faultless driving car with MOT to November 2023 and good service history. Please call 01303873993, South East.
117704

## JAGUAR XJ6

**1996, 85000 miles, £3,000.** Green, in excellent condition, new battery and tyres. MOT. Been stored in garage. Please call 01737843403, South East.
117708

## JAGUAR XJ6

**2004, 71000 miles, £9,500.** Outstanding condition. Ex MET Police VIP and Royal Protection and Pursuit VEH. Regularly serviced and maintained. No rust at all. CD player and satnav in boot. MOT June 23. Fantastic Jag in jet black. 3.00LTR 24VLV. Please call 07707015144, Scotland.
118257

## JAGUAR XK

**2009, 81000 miles, £17,350.** 2009, 59 plate, (first reg Dec 2009), .5.0l, Convertible Portfolio.Azure Blue metallic with Ivory hide. Figured ebony dash wood trim.2 Previous owners. Full vehicle history. MOT. Beautiful condition. Dry garaged.07724 492318. Please call 07724 492318, Scotland.
117783

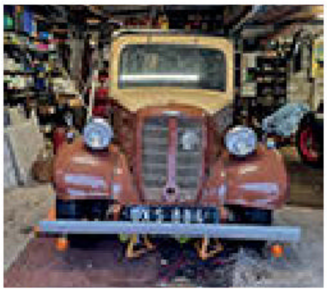
## JAGUAR XJ6

**1996, 94086 miles, £3,000.** Green. In excellent condition. New battery and tyres. MOT. Been laid up in brick garage - too old to drive now!. Please call 01737843403, South East.
117806

## JAGUAR XJ6

**1986, £5.** Jaguar XJ6 and Sovereign Haynes workshop manual. Postage not included. Please call 01724840026, North East.
117842

## JOWETTE JAVILLIN



**1948, £5,000.** Car runs well. 5 new tyres and tubes. New upholstery carpets and headlining. Reconditioned engine, also includes spare engine and gear box (one engine in bits). Axel and bits need finishing. Please call 07780542087, North West.
117730

## LAND ROVER RANGE ROVER SPORT

**2007, £6,995.** Land Rover Range Rover Sport HSE 2.7 turbo diesel 2007 customised Black / red paintwork black leather int non dating no plate 95K FSH immaculate condition only £6995 Ono tel 01652 678417 (yorks and Humberside ). Please call 01652 678417 , East Midlands.
117932

## LAND ROVER DEFENDER

**£10,995.** Land rover defender military 110 .Reg D105BSA. 89k kilometres. Light restoration last 4 years . New paint , seats , underside immaculate. 2.5 na with PAS conversions. Please call 07803042518, Scotland.
117951

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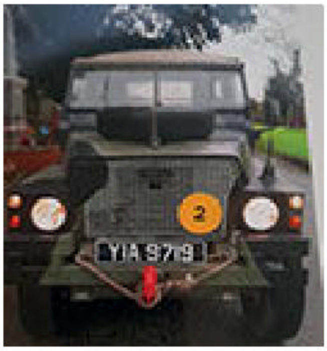
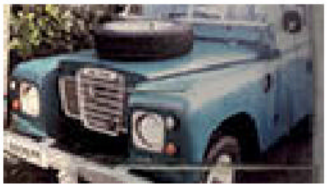
## LAND ROVER SERIE III



**1973, £12,995.** Petrol 2 1/4 heritage certificate. MOT and TAX exempt with MOT till July very good throughout new weber and electric ignition. Please call 07946 127592, Wales.

118085

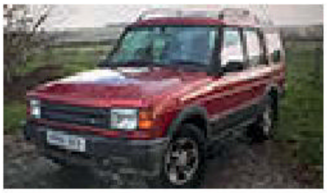
## LAND ROVER 2A



**1962, £9,750.** M.O.T, May 27, 2023. 71,000 miles, diesel 2 1/4 Perkins fairy overdrive blue + White, safari roof rack, private reg value. Two thousand pounds. Please call 07709647309, South West.

118123

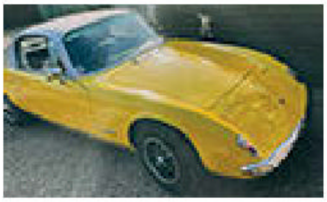
## LAND ROVER DISCOVERY



**1997, 182000 miles, £1,995.** RHD, 2.5 ES TDI automatic, r reg. 2 owners since new, red with grey leather seats, tow bar fitted, also dog guard. MOT til september 2023. Please call 07850503912, East Midlands.

118183

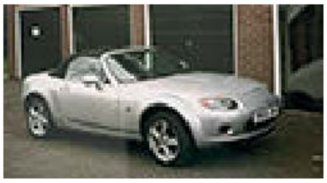
## LOTUS ELAN



**1972, £30,000.** Elan + 2 S130. Full restoration completed 2017 including Lotus galvanised chassis and sills. Lemon yellow paint with metal flake roof. 5-speed conversion, Spyder Engineering driveshafts, full re-trim, new chrome and lights, new dashboard and more. Please call 07432 486511, East of England.

117824

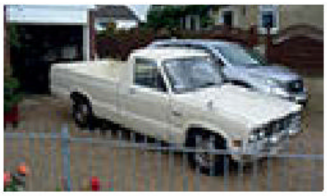
## MAZDA MX5



**2008, 78000 miles, £3,650.** 1.6, registered September 2008, one lady owner, immaculate sunlight silver. Power steering, electric windows, air con, Bluetooth, two keys, manual. Please call 01213 847888, West Midlands.

118181

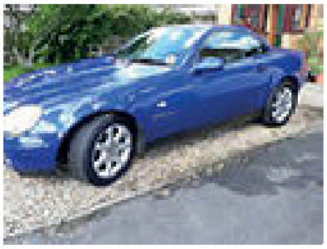
## MAZDA B1800



**1979, £9,950.** Mazda B1800 Pickup Good Condition Very rare mobel now Tax and MOT exempt. Please call 07826 342154, Yorkshire and the Humber.

118186

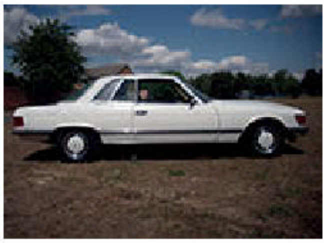
## MERCEDES 230SLK



**£2,995.** SLK 230 K 1999, 109000 miles, Engine and gearbox oil and filters replacement, mot'd to July 2023, four excellent Continental tyres. Designo blue/black leather interior, heated seats and mirrors. Please call 07730437219, South East.

118195

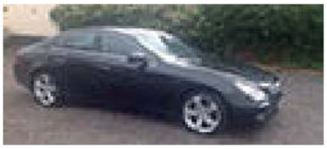
## MERCEDES-BENZ 280



**1981, 150000 miles, £14,500.** Mercedes 280 SLC. White with Creme Velour Interior. PAS. ESR. EW. Mot August 2021. Lots of History. Owned for 12 years. In Concours Condition. Rare as only 18 registered on the road. 01932 787178. , South East.

117885

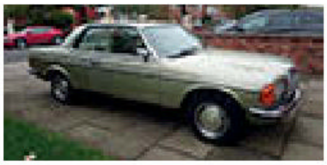
## MERCEDES-BENZ CLS



**2008, 81000 miles, £4,995.** CLS 320 turbo diesel, four door coupe, auto. Metallic black with black leather interior. Full service history. Immaculate condition. Please call 01652 678417 , Yorkshire and the Humber.

117933

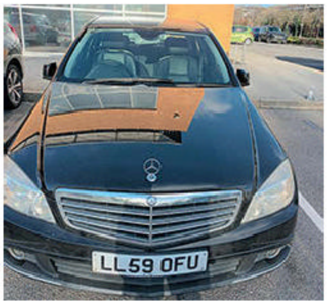
## MERCEDES-BENZ 230



**1984, 86500 miles, £5,000.** Classic Mercedes 230CE automatic coupe. Taxed and tested to April 2023. Factory fitted sunroof. Well maintained, only had 4 careful owners. Genuine mileage. Please call 01704546044, South East.

118146

## MERCEDES-BENZ C-CLASS



**2009, 13544 miles, £3,000.** The Mercedes-Benz C 220 CDI BlueEFFICIENCY is a saloon with 4 doors and a front mounted engine which supplies the power to the rear wheels. The Mercedes-Benz C 220 CDI BlueEFFICIENCY belongs to the W 204 range of cars from Mercedes-Benz. The 4 cylinder, double overhead camshaft turbocharged powerplant has 4 valves per cylinder Please call 07841 707788 , East of England.

117868

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## MG ZS

**£2,000.** Pearl Black. 90000 miles. Registered October 2004. MOT till October 2023. MG plate included. Only 50 left on the road. Please call 07766 707431, North West.
117927

## MG BGT

**£26,500.** 1974 MGBGTV8 55.987 miles glacier white MOT every two years always kept garaged can be seen in August 2021 MG enthusiast magazine for full appraisal of it's stunning condition. Please call 07952 970711, East Midlands.
117941

## MG ROADSTER

**£10,000.** MGB Roadster. Front to back mechanical / electrical restoration. Poly bushed new front and rear suspension, new Ivor Searle engine and clutch fully balanced. Fully serviced twin SU's, High Torque starter, Aluminium radiator with Kenlowe fan, Stainless Steel Tourist Trophy exhaust and manifold, EBC front discs with Zeus two pot calipers, all new cupro nickel and stainless brake lines, all new rear brake assemblies, New Mohair Tonneau roof, main body cover and hood cover, New wire wheels and new Pirelli tyres. Too much more carried out to mention. Please call 07939 539954, West Midlands.
118196

## MERCEDES-BENZ E-CLASS

**2001, 49000 miles, £4,250.** W210 Avantgarde E240 in gold with cream leather, mot till October 23. Very nice and clean and looked after. Alloys could do with a refurb but that's just me. ULEZ compliant. Please call 07751407615, Greater London.
118636

## MG BGT

**1970, £7,000.** Fully restored, unleaded recon engine and gearbox with overdrive, stainless steel exhaust and tank. Guaranteed Waxoyled chassis, walnut dash, loads of history. Please call 07508892484, East of England.
118475

## MG MGB GT

**1974, £3,495.** Ex-Classics Monthly magazine project car (see the Sept 22 to May 23 issues). New interior (seats and door cards in black vinyl). Recently replaced rear main oil seal (engine and gearbox were removed). 1.8-litre five main bearing B-series engine that pulls well and can cruise along at 70mph thanks to the four-speed manual 'box with overdrive. Servo assisted discs/drums. New rear tyres (2018 date stamp for the fronts) and re-sealed alloy wheels all round. Call Rob Hawkins on 07932 190756. Please call 07932 190756, South East.
118505

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## MG MIDGET

**1979, £2,500.** Owned 7 years. Good tyres, roll bar, excellent hood, good interior. Stainless exhaust, new brake master . Cylinder, solid panels, could do with a respray unused for a few years. Please call 07971658790, East Midlands.
117710

## MG MGF

**2000, 26000 miles, £4,995.** MGF 2000 MY. Nightfire red, black leather, 1 owner from new, 26,000 miles. Full service history, immaculate original condition, always kept inheated garage. £4995 includes registration number V2MGF. Please call01752 341313. (Plymouth). Please call 01752341313, South West.
117741

## MG MGF

**POA.** Ferrari Dino GT Replica. MGF engine and mechanics, stunning looking car for sale or exchange for MGTC. Please call 01902762188, West Midlands.
117775

## MG RV8

**£23,000.** '94 plate with improved R380 gearbox. Air-con. 26 k genuine mileage. Has the best burr elm wood I've seen on this model. High efficiency radiator. Full tonneau cover and wind deflector. Matching RV8 mats. Spax shocks. Beautiful condition throughout- including hood. Many new parts. Kenwood sound system with Bluetooth. Please call 07557 022 953, South East.
118594

## MG ZT

**2005, 100000 miles, £2,750.** MG ZT cdti, lovely condition inside and out, owned from new in 2011, full service history, always garaged, lovely condition inside and out, the BMW diesel engine is in excellent condition and is very economical. Full sized spare and unused space saver. MOT. £2750. Please call 07706799535, Yorkshire and the Humber.
118598

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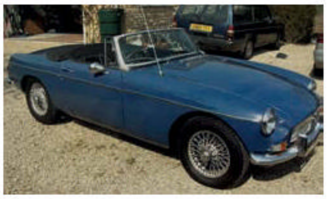
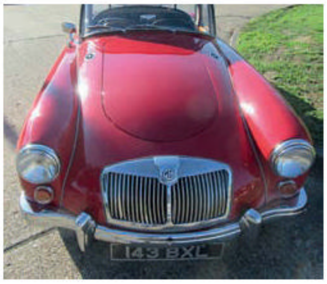
### MG ROADSTER



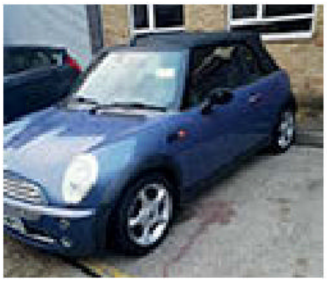
**1967, £10,995.** Owned 19 years serviced regularly. Lots of History. Very original very sound car. Looks and drives well. Reason for sale. Please phone for a chat about our old friend!. Please call 07790272964, South East.
118621

### MGA



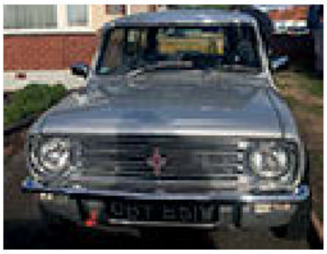
**1961, £22,000.** mga 1961 coupe £22,000 chariot red chrome wire wheels 5 speed gearbox recondition uprated hs4 carbs s/s exhaust electronic ign properly restored bare metal respray black leather interior large history folder. Please call 07982634790, East of England.
118669

### MINI COOPER



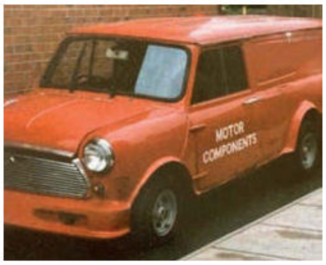
**2004, £1,495.** 2004 metallic blue mini-Cooper convertible with blue leather only 56000 miles long mot new battery new brakes. Very good condition. Please call 07904 429655 , Greater London.
117727

### MINI CLUBMAN



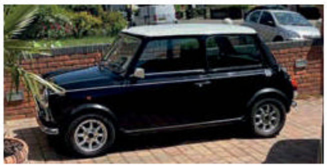
**1980, 30000 miles, £795.** Restored by previous owner £900 interior restoration wooden dash and steering wheel quick shift gear change fitted new carpets. Unusual steel sun visor MOT is back to 2006 many receipts front tyres recently replaced. Please call 07979364686, South West.
117737

### MINI AUSTIN



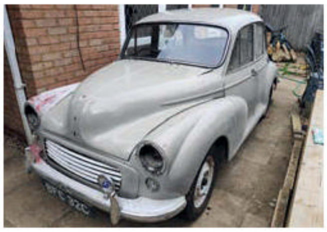
**1972, 46000 miles, £6,000.** Morris mini van 6 wheeler converted many years ago for my business now retired it's in excellent condition please phone for details 07925308896. Please call 07925308896, Wales.
118342

### MINI COOPER



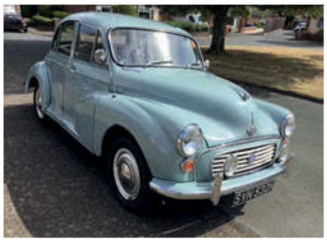
**1994, 76000 miles, £16,000.** Had the mini in 2020 hasn't really used much it's perfect, no rust got MOT it's had a new body shell got all paperwork for it bought it from Richard Williams classic minis, Ltd has been in garage due to sale haven't got the room anymore don't want to leave it outside. Please call 07447465717, West Midlands.
118517

### MORRIS MINOR



**1965, £1,000.** 1965 Morris Minor 4 door. Restoration project started but family matters force sale. Engine good and runs well. Vehicle being stripped ready for sand blasting. All parts available. More pics available. Contact 07971095341. Please call 07971095341, East of England.
118340

### MORRIS MINOR



**1970, 107819 miles, £4,500.** Nice clean Morris Minor 1000 saloon. MOT February 2024. Lots of history and a list of past MOTs. Lovely clean interior with radio/cd player, Please contact for further information. Please call 07483245576, South East.
118406

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### MORRIS MINOR

**1970, 84000 miles, £10,500.** Smoke grey, good condition inside and out. Always garaged. Wood renewed. Servo, new dynamo. Large history file. Reluctant sale due to ill health. Please call 01692670511, East of England.
118423

### MORRIS MINOR

**1970, 75000 miles, £3,250.** Unfinished project, welding completed, body sprayed, engine rebuilt, gearbox and diff completed. Work needed - doors and bonnet to be adjusted, roof liner needed. Please call 07896573594, Scotland.
118514

### MORRIS MINOR

**1963, £2,000.** Running, Driving but needs more TLC. Please call Ian. Please call 07957697844, Greater London.
118625

### MORRIS MINI

**1974, 60203 miles, £12,000.** 1974 M reg manual 850 Mini. Reluctant sale, ongoing project with lots of parts included. Runs great, has been kept in a garage. Please call 07786068660, West Midlands.
117896

### MORRIS MINOR

**1954, 43932 miles, £11,500.** 1954 Morris Minorsplit screen, factory convertible. Fitted with 948 cc engine, original smooth case gearbox, beautiful original interior, new hood, very solid underside, drives like new, semaphore indicators operate correctly and they have flashing bulbs. Good tires, drives and handles as new. Please call 07985109502, Greater London.
118088

### MORRIS MINOR

**1952, £4,000.** Morris Minor Cabriolet. 4 speed box, split-screen, half restored, all parts included. No hood. Stored 22 years. Export model, ceylon srilanka RHD. No welding needed just needs fixing up and respraying. Please call 07850 711505, South East.
118119

### MORRIS MINOR

**1961, 51692 miles, POA.** Launched to commemorate the 1,000.000 milestone and limited to 350 cars.This lovely example was supplied by kennings ltd to the first of just 3 owners.Fully restored in 2017. Please call 07729597513, Wales.
117729

### MORRIS MINOR

**1961, 51.692 miles, 1961 Morris Minor Million,** Launched to commemorate the 1,000,000 milestone and limited to 350 cars, all were painted Lilac, badged 1000.000 and trimmed in Ivory Leather.This lovely example was supplied by Kennings Ltd to the first of just 3 owners..Please call 07729597513. Please call 07729597513, Wales.
117749

### MORRIS MINOR

**1968, 25000 miles, £4,995.** 1968 Morris Convertible, Maroon with blue hood and blue hood bag, Refurbished including cream leather seats, registered 01/10/2021 very nice condition, phone 07463469506 south east. Please call 07463469506, South East.
117834

### CARS OTHER

**1953, 9386 miles, £15,750.** Dellow Mk2b Trials car in very nice condition. Recent rebuild of Ford 100E engine and fitted with Shorrock Supercharger, electronic ignition. Low ratio gearboc, rebuilt back axle with uprated halfshafts. Please call 07971249783, South West.
117811

### PEUGEOT 205

**£8,500.** Peugeot 205 1.9 gti, Sorrento green, 124k with service history including original handbooks, long mot, serviced, solid, good interior, does have age related wear and tear to body,. Please call 07737812413, East Midlands.
117928

### PEUGEOT 206

**2003, £4,000.** 1 Lady owner from new genuine. Mileage 50,000 pep annul, Excellent condition, new cambelt alternator, exhaust back box. Fuel injectors cat converter, disc brakes, new battery, leather seats, no welding, excellent condition. Please call 07496726451, South East.
118184

### PEUGEOT 205

**1987, 41000 miles, £10,500.** 1987 Peugeot 205 1.9 gti. 3 previous owners with an incredibly low 41,000 miles. Low mileage attributed to being dry stored for almost 2 decades. Requires a respray, no rust, solid underside, complete and running. Worth a small fortune with paint corrected. Please call 07737812413, East Midlands.
117864

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### PORSCHE 911

**1988, 66900 miles, £48,995.** 1988, 66,900 miles Porsche 911 3.2 Carrera Coupe Sport. Grand Prix white, white Fuchs forged alloys, white leather interior (linen), original Blaupunkt London SQM 37 radio cassette, electric seats, electric sunroof, rear wiper, G50 gearbox, rear spoiler. Please call 07949105338, Greater London.

118101

### PORSCHE 911

**1996, 18700 miles, £125,000.** Porsche 911 Carrera (993) 1996 road/race car, N reg., 3.6 lt twin turbo, 6 speed gearbox, turbos recently rebuilt and fuel lines replaced. Engine 500 bhp (approx.) Brembo race brakes (road units also supplied). Please call 07860379440, East of England.

112858

### PORSCHE 911

**2006, 86000 miles, £31,995.** 997.1. Carrera S 3.8. First registered in 2006 this Dark Grey C2S 6 speed manual comes in a great condition with high spec including sports seats, immaculate 19inch Sports Design wheels with plenty of tread on the Michelins Cup 2. Please call 07801 525231, Greater London.

118230

### PORSCHE 944

**1991, 96000 miles, £25,995.** Porsche 944 Turbo Cabriolet ( first reg August 1991) 95. 6K mileage. One of only 100 RHD made. Full documented history. In the last three years , has a full belts overhaul , full fluids replacement ( engine, gearbox , diff etc), new RMS and Clutch , brake overhaul etc. Cam tower gasket replaced. Please call 07855794548, East of England.

118408

### PORSCHE 944

**1990, 133000 miles, £11,950.** 944S2 cabriolet, guards red, black interior. I am only owner for last 30 years. Fully documented for this entire period. MOT till February 2024, with no notifications. Always serviced at Northway Porsche. Spent £3,800 over last 1,500 miles including mega service. Please call 07711703542, South East.

118516

### ROVER MINI

**1996, 68932 miles, £8,995.** For sale a Japanese import 35th Anniversary Edition Mini Cooper. 1 of 4 Red ones in the UK and 1 of 150 left in the world. Have owned the car for 2 years and in that time it's had all the following replaced.2x Red Spot Cones. 1x Hilo Suspension Kit Front, 4x Kyaba Shocks, Tie Bars and Bushes, RC40 Exhaust, KandN Filter, Hi Level Brake Light, Rims Powder Coated to Satin Black. New wheel nuts including Locking Nuts. New fan belt and Alternator belt. Headlight Bowl and Quadoptic Halogen Headlamps. Please call 07714759099, North West.

118547

### PORSCHE 993

**1996, £95,000.** Porsche 993, 3.6 LT twin turbo, 6 speed gear box, road/race sprint car. 450b BHP. BBS Alloys plus spare set plus race spare s package. Carbon panel. Please call 01206 564872, East of England.

117789

### ROVER METRO

**£695.** 1400cc petrol 5-speed 3 door. Please call 07927069352, South West.

117952

### ROVER MINI

**2000, 54687 miles, £14,995.** X reg Mini Cooper S in the rare Anthracite and Silver.Only 54,687 miles on the clock from new. The body work has been extensively restored and resprayed (photos on request), the underside has been treated to stop corrosion. Please call 07773375718, South West.

117755

### ROVER 214

**1994, 114997 miles, £295.** Restoration Project - No Mot, this delightful family car, future classic for sale. Some rust on arches, needs head gasket fix. Please call 07905084550, South West.

117758

### SUZUKI X90

**£2,750.** New MOT last august, has been unused and garaged ever since, 82500 miles, rare targa top convertible 2 seat SUV. Please call 07772 785927, South East.

117938

### SUZUKI CAPPUCCINO

**1994, 65840 miles, £1,200.** A cherished 'Capo'. Two owners from new. MoT failure - needs restoration. Original parts, ideal project for the right person. Please call 01727 836601, East of England.

118213

### TOYOTA MR2

**£3,450.** 2 litre 5-Speed, Good tyres. Please call 07927069352, South West.

117945

### TOYOTA RAV4

**2006, 155965 miles, £2,500.** Toyota RAW4 2.2-4DXT-R SUV 5DR DIESAL MANUAL 4WD 2 KEYS NEXT MOT 2023 11. Please call 07438391270 , North East.

118204

### TRIUMPH SPITFIRE

**£9,995.** 1981 Triumph Spitfire 1500 Roadster. 66,300 miles. Vermillion Red. Superb original condition. Waxoyled. Garaged. Drives beautifully. Tax/MOT exempt. Original radio. New interior and hood. Please call 07889 617003, South East.

117950

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## TRIUMPH VITESSE

**1995, £6,600.** Been owner for 15 years having to sell due to loss of garage, been garaged all the time. A wonderful looking car. Used regularly a nice runner. Please call 01223243356, East of England.

117761

## TRIUMPH 1300

**1968, Wanted.** Exhaust system and fuel tank for 1968trumph 1300 in good condition. Please call 01278788136, South West.

117764

## TRIUMPH 1800

**1980, £7,000.** Pageant blue, automatic. Good condition inside and out. Head Gasquet recently replaced, receipts for work done. For work done. No modifications. Please call 07849 787158, South West.

117839

## VAUXHALL TIGRA

**2005, 66000 miles, £1,695.** Vauxhall Tigra Sport. Full Service. Leather interior, air conditioning, electric windows alloy wheels. Please call 07527 446242, Wales.

117878

## VAUXHALL ASTRA

**1990, 58000 miles, £14,000.** 1990 Vauxhall Astra GTE Convertible 2.0 Mauve/Purple. In excellent condition throughout, Recent £5k recommission. Low miles only 58000 with full service history. Recently serviced - Full service, Timing belt and Water pump, Steering rack gaitors, New exhaust, New tyres. Please call 01753 383827, South East.

117949

## VOLKSWAGEN GOLF

**1996, 67000 miles, £3,500.** Golf Mk 3 Cabriolet auto in red / charcoal cloth interior. Comes with box full of history inc original service pack, rear window sticker and number plates. Recent MOT, no advisories. Bodywork and electric hood in excellent condition. Please call 01652 678417 , Yorkshire and the Humber.

117934

## VOLKSWAGEN GOLF

**£1,995.** Automatic, MOT November 2023, Good tyres, always garaged. Please call 07927069352, South West.

117942

## VOLKSWAGEN T2

**1978, 123000 miles, £25,995.** 1978 Type 2 Westfalia Camper Van Subaru 2.2 16 Valve Engine fitted by TSR conversions in Suffolk also Van fully restored 2010 Mot Tax and ULEZ Free LHD Van is in excellent Condition no rust and 100% reliable selling due to lack of use always garaged.Please call 07956422658, Greater London.

117698

## VOLKSWAGEN CADDY

**2012, 126000 miles, £6,500.** 2.0 Litre Turbo Diesel. Unusual factory option - Offside sliding door. Fully colour-coded. Tinted rear windows. Alloy wheels. Very clean and tidy throughout. Please call 07802701211, East Midlands.

118267

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### VOLKSWAGEN BEETLE

**1973, 45900 miles, £5,795.** This car started life as a VW 1200 Beetle in 1973, but in 1990 was completely rebuilt using a brand new Mexican body by a company known as Autobarn. Each car was hand built, and only approximately 15 were built.Please call 07912251245, South East.

117745

### VAUXHALL VECTRA

**2012, 119403 miles, £4,750.** Vauxhall Zafira 2.0 diesel Tourer Elite 7 Seater, Central Locking; Sunroof; Electronic Stability Program (ESP); Immobiliser; CD Player; Alarm; Safety Belt Pretensioners; Anti-Lock Brakes (ABS); Electric Windows; AM/FM Stereo. Please call 07391224706, Greater London.

118515

### VAUXHALL VIVA

**2014, 83000 miles, £10,000.** Vauxhall vivaro ,9 seat minibus with roof rack great condition. Please call 07967959169, East Midlands.

118652

### VOLKSWAGEN PASSAT

**V W Passat, W8.** Very rare model. 4 Motion model automatic. Finished in blue. Beige full leather trim. Low mileage. FSH. Outstanding condition throughout. Please call 07850444555, South East.

118414

### VOLKSWAGEN GOLF MKII

**1989, 120.000 miles, £3,000.** 1989 mk2 golf 20v turbo 3 doorlhd ,mars red wv service book, manuals present.brembo front brakes,custom stainless side pipe exhaust, interior very good condition , bss rm 15 inch good tyres, recent mot failure, due to corrosion sills rear aches, 90 % the original paint work, runs and drives well ,used daily. Please call 07309627373, South West.

117866

### VOLVO 960

**1991, 84000 miles, £3,895.** Volvo 960 Mk1 3.0Ltr 24V Saloon, Automatic, 1991 model, 2995cc Petrol. Finished in Metallic Blue with full Tan leather trim. Rare Mk1 model with only 84,000 miles, MOT July 2023, part dealership service history. High spec model, includes power windows and power heated mirrors, power heated front seats, power steering, electric sunroof, original premium stereo system, air con and original Volvo alloys. Please call 07956 251328, Greater London.

118193

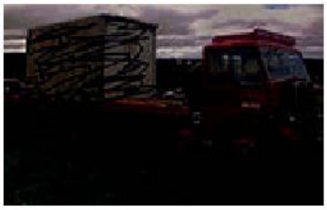
### WILLYS JEEP

**£12,500.** Fully restored in good working order. All original import documents are present along with the UKV5. Please call 07814 559583, East of England.

117967

## Trucks/Lorries

### AEC MAMMOTH



**1953, £15,000.** Mammoth Major 8. Wheel flat. Age and health force sale of this rare British masterpiece or lorry engineering. Drives lovely. Please call 07887752613, South West.

117904

### AEC MATADOR

**1969, Post war AEC Matador** - owned this vehicle since 79, it was a snow plough in Orkney and rebuild in 04 with zintec cab (will not rust)and garwood equipment In excellent condition and has been parked in a dry shed since 04. Please call 07743743797, Scotland.

117926

### AEC MANDATOR

**£6,500.** AEC Regal IV Ex-Greenline Coach for sale.One of only ten unmodified RF coaches left in preservation. Please call 07759-603697, South East.

118047

### AEC MANDATOR

**1959, £12,000.** FOR SALE 1959 AEC Mandator Mk 3 (Tin-front) tractor unit. 11.3ltr engine Originally owned by a civil engineering company and used with a low-loader or tandem flat. Please call 01323 842609, South East.

118228

### AEC MAMMOTH

**1976, 1976 AEC mammoth major 8x4 tipper .** Requires total restoration runs and drives cab. Please call 07788885274, South East.

118664

### ALBION CHIEFTAIN

**1958, 1958 Albion Chieftain FT111KTR 15 TON.** Scammell coupling tractor unit two speed axle EN287 engine. Full rebuild some years ago with a new old stock cab. Only three owners from new. Please call 07714961307, North East.

118573

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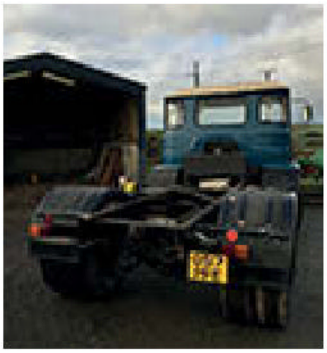
## AEC MANDATOR



**1965, AEC Mandator 760 starts on the button.** Runs and drives. Cab is very sound needs light restoration. Please call 07889193981, Wales.
118301

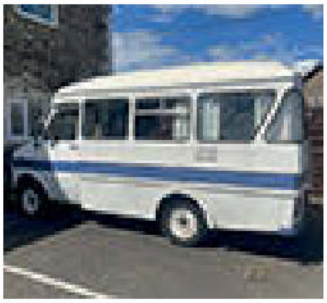
## ALBION CHIEFTAIN

**1959, £11,500.** Older restoration and Barn Stored for almost 20 years, The LAD Cab is in nice condition and still in original owners name etc. with very light patina on top, En289 Albion engine, rare power steering fitted. Please call 07879 210001, Yorkshire and the Humber.
118247

## BEDFORD TK

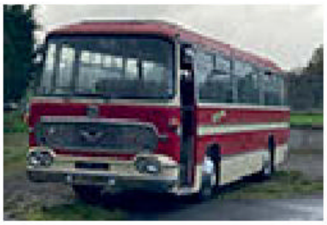
**£3,950.** 29FT Removal lorry, marsten drop well 330 engine with new clutch, used as mobile home. Can deliver UK Ireland, TAX exempt, No MOT. Please call 07751 726800, South West.
117909

## BEDFORD DORMOBILES



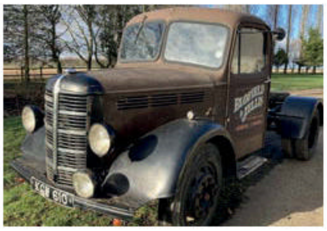
**POA.** Two Classic Martin Walter 'Dormobiles' (Debonaire + Bedouin) tax and MOT free, easy restoration for the coming Season. Neither expensive; Victor:. Please call 07720380866, East of England.
117944

## BEDFORD VAM14COACH



**POA.** Duple Leyland Engine - 45 seats. 2 owners from new. Please call 01352 733252, Wales.
117958

## BEDFORD M TYPE

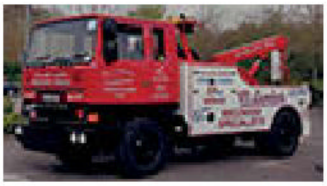


**1949, 57118 miles, £8,750.** Original and very solid. Unrestored but has a reconditioned engine, re-sleeved brake cylinders, new exhaust etc. V5. Tipper gear also available. Please call 01953602581, East of England.
118667

## BEDFORD TM

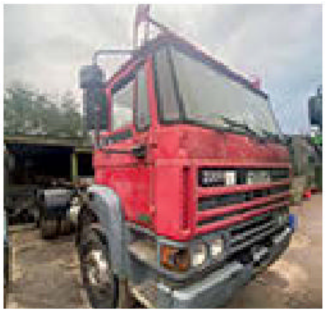
**1981, £18,000.** T/Unit with V6 Detroit Two stoke engine. Fully Restored with brand new cab. Please call 07759 473380, East Midlands.
118281

## BEDFORD TM



**1978, £28,000.** Bedford TM recovery vehicle. V8 Detroit diesel, spicer gearbox. Built by TFL in 1985. 12 ton hydraulic extending JIB with underfloor Ramsey H-600 winch. Brand new tyres and rims on front axle. Rear tyres hardly worn. Includes all towing equipment. Please call 07850694042, South East.
118288

## DAF 2300

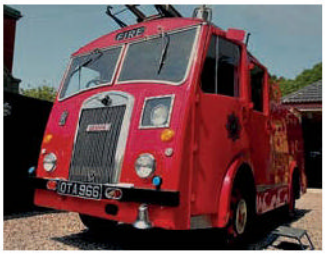


**POA.** DAF 2300 6X4 RORO. Low Milage. Originally snow plow on the airport. Please call 07939163712, South East.
118132

## DENNIS

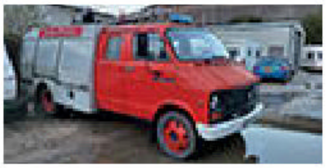
**1962, £10,000.** Dennis Pax fuel tanker with Perkins P6 in original condition in VGC. Please call 07759 473380, East Midlands.
118282

## DENNIS



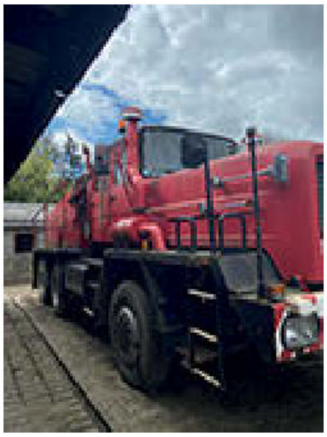
**1952, 22000 miles, £12,000.** F8 Fire Engine. All Uniforms, hoses, boots, axels, hats, nozzles, other extras. Runs good. Drives good. A little TLC needed. Please call 07703528121, Scotland.
118607

## DODGE 50



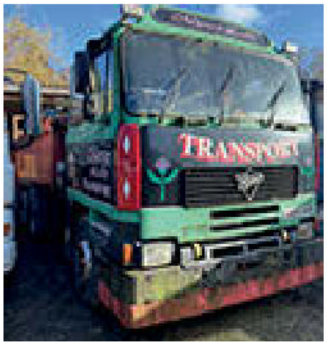
**1986, £2,200.** 1986 Dodge 50s66 fire engine .Perkins engine, 200gal tank, godiva pump .Some restoration work needed, not much sold as seen, repairs or spares. Please call 07976692031, North West.
117734

## FAUN



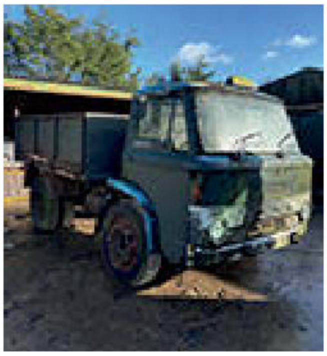
**POA.** Faun 6X6 fitted with Mercedes V12 Twin Turbo. Please call 07939163712, South East.
117828

## FODEN TIPPER



**POA.** Foden 6 Wheel Tipper (350 TX Rolls). Please call 07939163712, South East.
118131

## FORD D SERIES



**POA.** Ford D Series Tipper. Please call 07939163712, South East.
118133

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### FORD CARGO

**1986, £2,750.** Ford Cargo 1113 1986. Good condition. Coach built horsebox with fitted living. Carries 3 horses comfortably. New front tyres. MOT September 2023. Mileage 26899km. Ideal conversion to motorhome. Please call 07970880235, West Midlands.

118524

### FORD IVECO CARGO

**1986, £1,500.** Recovery furbed beaver tail, no MOT, but MOT ready remote, 4 Ton Winch. Please call 02950142182, East of England.

117705

### FORD IVECO CARGO

**1993, £3,000.** 75E-15 7-Ston Tipper 6 cylinder Diesel. Solid throughout. Towbar. Good tyres. Electric crane. Good runner v5. Tidy nice old lorry. Please call 07981213648, East Midlands.

118277

### IVECO 7.5T

**£2,900.** 7.5T IVECO 1994 Flat with Hiab 1.5T lift. MOT to July 2023. New front tyres. Same owner since 2005 (now retiring). Reduced to clear. Please call 07721 937937, Yorkshire and the Humber.

117947

### LDV CONVOY

**1999, £1,495.** LDC Convoy drop sides truck. Ford 2.5Di engine. Very rare survior now. Owned since 2007 and unused dry stored since 2017. Load space requires attention. This has been a fantastic vehicle to us. Please call 07917 007905, South East.

117924

### LEYLAND LEOPARD

**£2,000.** 1975 Leyland Leopard with Plaxton Panorama body. Mechanically very good but the body needs quite a bit of TLC. Please call 07970 277320, South East.

118053

### LEYLAND ROAD TRAIN

**Leyland Road Train 4X2 TU (Rolls Royce Engine).** Please call 07939163712, South East.

118130

### LEYLAND ROAD-RUNNER

**1976, One owner from new, 6x4 Tipper, Mechanically sound.** Also, Leyland Clysdale 4x2 Tipper, Runner. Enough spares to complete both. Job lot. Call for more information. Price is up for offer. Please call 01994448249, Wales.

118248

### LEYLAND DROPSIDE

**1964, POA.** Leyland Dropside Truck 1964. To break or sell complete. Please call 07939163712, South East.

117829

### MERCEDES 814

**1994, £2,850.** New MOT due October 23. Sleeper cab. Please call 07769708651, East of England.

118260

### MERCEDES 809

**1983, £6,000.** Fitted with TLC underlift 7.5 toner drive away. Please call 07759 473380, East Midlands.

118280

### MITSUBISHI CANTER

**2008, 87000 miles, £6,000.** 7.5t beavertail recovery truck, closed bed, new winch, long ramps, long MOT, crew space for storage or seating. Email for more info. Please call 07956895355, East Midlands.

117750

### SCAMMELL HANDYMAN

**POA.** Scammell Routeman tipper chassis cab. Rolls 220, David Brown box. Brand new old stock cab, all new running gear . Please call 07815 875605, South East.

117827

## Vans

### CITROEN ACADIANE

**2012, 78554 miles, £3,700.** Citroen nemo 1.3hdi recent full service and underbody seal,low mileage great condition inside and out. Please call 07731847677, Scotland.

118519

### VOLKSWAGEN BAY CAMPERVAN

**1972, 146000 miles, £36,500.** VW Camper Van LYA 123K and matching Tear Drop Trailer. This has been owned by me for 39 years , there are lots of "spares" collected over the years that will be included in the price. However the main ones featured are :-EXTERIOR•
Full Body bare metal restoration in 2005 , stored every winter since in garage Please call 07811948685, South West.

118494

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## VOLKSWAGEN BAY CAMPERVAN

**1975, 65000 miles, £28,000.** A reluctant sale of our much loved 1975 VW T2B Eurovette, Gerald. Tax and MOT exempt (Designated as a vehicle of historic interest). We bought Gerald in 2020 off friends of ours who were the original owners. Gerald was treated with Ziebart 3 days after his registration on 1/4/1975. The lifting roof was fitted shortly afterwards by the Holdsworth campervan conversion company. Please call 07840481834, West Midlands.
118520

## VOLKSWAGEN TRANSPORTER T30

**2010, 122683 miles, £16,950.** Fantastic window van Kombi convertion.Low mileage for year and the robust 2.5 engine,with gear driven cams and ancillaries, no belts! Engine bay under tray for reduced noise.Lots of service history. New turbo, injector and harness at 121,000 miles.11 months MOT with all advisories taken care of. New tyres, rear coated brake discs, pads, caliper seals, etc. New full service. Full clear diagnostic print out.Ready to go to work with tour company or ideal for a large family also.Into the van lifesyle? Read on, ideal day van or base for full camper.This is a T32 the highest load weight rating, so no worries about a full passenger load and towing.. Please call 07403433233, South East.
118551

## VOLKSWAGEN TYPE 2 CAMPER

**1972, £39,995.** Bay window Devon in original Niagara blue never sprayed or welded, owned for 28 years bought from 1st owner with original bill of sale and service history, always garaged, Ziebart rust protects from new, feature in recent magazines. Please call 07802866528, South East.
118600

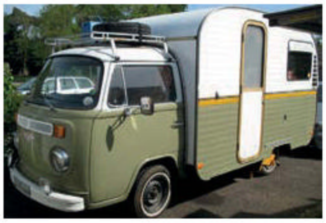
## VOLKSWAGEN BAY CAMPERVAN

**1976, 95500 miles, £31,995.** 1976 Volkswagen Westfalia Berlin Deluxe T2 Campervan. An immaculate example with all the original features and interior in place. Including all the original interior down to the carpets.Zero rust and fantastic condition overall. All mod cons for camping and ready to go.Tiaga Green. Fantastic original Westfalia Deluxe interior Includes Gas hob and sink.Diesel/Paraffin night heater. 240v electric hookup with solar panels and leisure battery/12v Sockets. 2ltr Air-cooled engine with Twin 40 Weber carbs. Rebuilt and Uprated gearbox with longer 4th gear for motorway cruising. New starter Battery fitted this week.Uprated/raised suspension with Heavy duty anti-rollbars front and rear. Heavy Duty shocks. 15" powdercoated mercedes steels with 215/75/15 bfgoodridge All Terrain AT tyres. Can be viewed in Essex. Please call 01376793293, South East.
118651

## VOLKSWAGEN CAMPERVAN

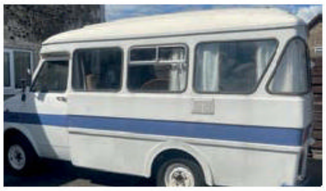
**1981, Vw T25 1981 camper Air** cooled Road tested to Dec 2022 new clutch mot and tax exempt and exempt from most road charges owned 10 years old mots and lots of old receipts history. Please call 07863 262603, Greater London.
118661

## VOLKSWAGEN CAMPERVAN



**Two Classic Coachbuilt Jurgen 'Autovilla' Campervans on VW Chassis.** Tax + MOT free, and in VGC. Please call 07720380866, East of England.
118673

## VOLKSWAGEN CAMPERVAN



**Two Classic Martin Walter 'Dormobiles' (Debonaire + Bedouin)tax and MOT free, easy restoration for the coming Season.** Neither expensive. Please call 07720380866, East of England.
118676

# Parts and Accessories

## BEDFORD CAB GLASS

**Bedford TM and KM Rear cab window glass.** Many to choose from. Please call 01892 750326, South East.
118461

## BEDFORD CA PARTS

**1960, Rear doors £50 each.** Rear axel £100. Front wishbone and Track rods £50. Rocker shaft and Arms £40. Gearbox £80. Speedo £50. Various Door handles £10 each. steering column and box £60. Hubs £10 each. Other bits, ask. Please call 07923 099041, North West.
118469

## FORD CORTINA DOORS

**Cortina 1600E Series 1 doors, fantastic condition, NO ROT, I have more pictures.** £400.00 no offers, cash on collection from South Herts. Please call 07860 246900, East of England.
112700

## FORD CORTINA FRONT DOOR

**£85.** Cortina MK2 Series One near side front door. In very good condition apart from a very small hole. Complete with glass, rubber and handle. Please call 07860 246900, East of England.
113259

## FORD SIERRA COSWORTH SAPPHIRE 4WD GEARBOX

**£795.** 0 miles since full rebuild by ex-Ford rally team personnel. Please call 07860 379440, South East.
118478

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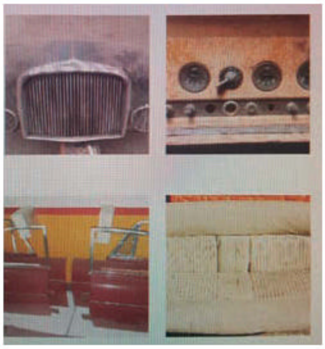
## FORD CORTINA DOORS

**£300.** Four Cortina MK2 Series 2 doors with cards and glass. Fronts ok, rears need TLC. More pics on request. Cash on collection. Please call 07860 246900, East of England.
118580

## FORD MONDEO MK2 SPARES

**Ford Mondeo Mk2 Spares: Drivers Side Electric Wing Mirror - 8; and Passengers side Headlight - £10.** Some Switchgear cheap too. All + postage. Please call 01366728030, East of England.
118678

## JAGUAR MK10/420G



**Jaguar Mk10/420G parts for sale.** Doors, bonnets, boot lids, fuel tanks, interior parts, seats, wood, ashtrays tables etc. Call with your requirements. Please call 07415136183, North West.
118374

## JAGUAR S TYPE

**Front passenger door in blue £150.** Boot lid in white £150. Set of wire wheels and tyres £350. Radiator grill £150. Boot lid in blue £150. Please call 07415136183, North West.
118375

## ERF LV

**1971, £7,500.** 8 Wheeler tipper gardner. 180 Mackworth, 18 foot, alloy, boby, easy sheet in good working order. Also Scammell Tunker 6x2 1968 Leyland 680 engine £8000. Please call 07759 473380, East Midlands.
118121

## FORD CARGO 0813 REAR BRAKE DISC AS NEW

**£60.** Ford Cargo 0813 rear brake disc as new. Please call 07836 244887 , East of England.
118062

## FORD

**POA.** Early Ford D.Serves transit pick up rear light clusters. Please call 01291423392, Wales.
118168

## JAGUAR MK2

**Jaguar Mk2 parts for sale.** Pair of front seats, red leather £200, Complete Front passenger door, gunmetal £125, Rear doors gunmetal £110 each, Boot lid dark grey £140, Front wings £275 each, Bonnet £160. Please call 07415136183, North West.
118376

## JAGUAR XJ6

**Series 1, and 2 front wings, boot lid, rear quarters(new), S1 bonnets (new) in primer, numerous front and rear doors.** Please call 07415136183, North West.
118377

## MERCEDES SL 280 R 129 PARTS

**1993, Bumpers, front/rear headlights, front grill, starter motor, alternator, wing mirror, plastic side panels, radio speakers, coil packs, plus many more parts.** Selling for offers. Please call 01277811359, South East.
118349

## MERCEDES CORTINA M/K 2 CHROME BUMPERS

**£85.** Cortina M/K 2 Chrome bumpers, good condition, not perfect, rears with irons. £85 Cash on collection from South Herts. Please call 07860 246900, South East.
118578

## EMINOX EXHAUST SYSTEM

**£450.** Original stainless steel eminox vertical exhaust system. Oval stack exhaust system.Very good condition, not been used much. Please call 07880553232, North West.
118550

## VW WHEELS FOR REFURBISHMENT.

**£120.** Set of 4 size 4.5J x 15. £120. Collection only located Gloucestershire. Please call 07703 029823, South West.
118567

## BENTLEY ARNARGE RADIATOR RED LABEL

**£400.** Bentley Arnarge radiator Red Label model 2002 fully reconditioned. Please call 07836548731, East of England.
118570

## CORTINA MK 2 FRONT SCUTTLE

**£25.** Cortina MK 2 Front scuttle, good condition £25. Cash on collection from South Herts. Please call 07860 246900, East of England.
118576

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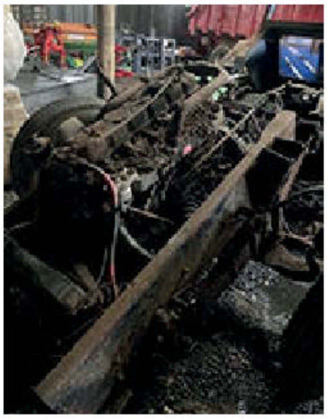
### LEYLAND REIVER ENGINE AND GEARBOX



**POA.** Leyland reiver engine and gearbox. Please call 07921 455027, South East.

118056

### LOTUS ELITE

**1960, FWB engine block, FWA/E steel crank FWB cylinder head.** Please call 01132523789, Yorkshire and the Humber.

118162

### LOTUS ELITE

**1960, FWB engine block FWA/FWB steel crankshaft FWB cylinder head.** Please call 01132523789. Please call 01132523789, Yorkshire and the Humber.

118201

### MAZDA MX5

**£100.** Very rare OE Mk1 only factory full tonneau cover complete with fixing studs (covers entire cabin) + hood cover (hood boot in Mazda-speak). £100Assorted Mk1 and 2 brochures inc. rare Mk1 accessories brochure, Mk3 special edition launch brochure, various books. Please call 01903 784375, South East.

117882

### MAZDA MX5 MK1 AND MK3

**Centre Trim Panel MK1 £20.** Fuel Filter MK1 £10.00. Passenger Side Dash panel with vent NK1 £10.00. Centre Console tray with 2 cup Holders MK3 £20.00. Please call 01293785182, South East.

118191

### CORTINA M/K BONNET BRACKETS/HINGES

**£25.** Cortina M/K Bonnet Brackets/ Hinges £ 25 Cash on collection from South Herts. Please call 07860 246900, East of England.

118579

### ANGLIA 105E/123E

**£95.** Anglia 105E/123E Front chrome bumper with over riders and badge bar, good condition.£95. Cash on collection from South Herts. Please call 07860 246900, East of England.

118582

### CORTINA M/K 2,

**£80.** Cortina M/k 2, Series one Complete interior wood trim, good condition in structure, would benefit from new veneer and lacquer. £80. Cash on collection from South Herts. Please call 07860 246900, East of England.

118585

### MK 2 CORTINA OFF SIDE REAR DOOR

**£50.** MK 2 Cortina off side rear door, NO ROT £50.00, cash on collection. Please call 07860 246900, East of England.

118588

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### CORTINA M/K 2

**£35.** Cortina m/k 2 front near side wing, will require a bit of TLC, I have more pic's. £35. Cash on collection from South Herts. Please call 07860 246900, South East.
118589

### CORTINA MK 2 BOOT

**£20.** Cash on collection. Please call 07860 246900, East of England.
118590

### CORTINA M/K INTERIOR WOOD SET.

**£100.** good condition, would benefit from a stain and lacquer. £100 Cash on collection. Please call 07860 246900, East of England.
118591

### CORTINA M/K SERIES 2 WOOD DASHBOARD

**£45.** would benefit from a sand and lacquer. £45. Cash on collection. Please call 07860 246900, East of England.
118592

### VW PARTS

**£30.** 4 genuine VW steel wheel rins 6Jx14 5 stud. 4 genuine VW Wheel trims. Please call 01670361705, North East.
118618

### ARMY JEEP TRAILER

**£2,250.** Army Jeep Trailer 1940s make BP OIL came off 1940s willy's Jeep very strong army green lighter then land rover trailer same size wheels as land rover has BPO on wheels £2250 pounds or exchange classic bike why or sidecar. Please call 07863 262603, Greater London.
118659

### DUCATI 1980 VINTAGE MOTORBIKE SEAT AND HEADLAMP BRACKETS

**Ducati 1980 vintage motorbike seat for 900cc gts £225 and headlamp brackets for same bike chrome £125.** Please call 07863 262603, Greater London.
118660

### PORSCHE 911 / BOXSTER TURBO STYLE WHEELS

**£595.** Very good condition with god Michelin 225/40 ZR 18 Tyres. PCGB Member. Please call 07446881808, East Midlands.
118526

### ROVER R6

**£50.** Rear N/side wing. No rust. Cost + PandP. Please call 07970 732682, South West.
118605

### ROVER SD1

**1987, Rover SD1 Parts.** V8 Fuel. Complete engine, gear box prop-shaft, rear axel, bumpers front and back, 2 alloy wheels steering racks 2, seats front and back etc. lights front and back. Please call 07743080485, Greater London.
118622

### SUNBEAM TALBOT

**1950, £230.** Sunbeam 90 switches flywheel starter ring, Bellhousing, water pump body, Gearbox, NOS, tail pipe, lots more. Please call 07851 142488, South West.
118429

### TOYOTA RAV 4 MK 3

**£25.** (2013-2017) Cost + PandP. Please call 07970 732682, South West.
118606

### WOLSELEY 1500CC

**1959, 3 hubcaps to fit Wolseley 1500 1959 originals, may fit other models of cars from this period.** 9", used, with minor dents, dings, and scratches. £20 each, or all 3 for £50. Please call 07711 063385, East Midlands.
118357

### ROVER P6

**£20.** Pairs of front light lenses. One clear and good, just a few left old stock cheap at £20 per pair plus p/p. Please call 01782 514625, West Midlands.
118180

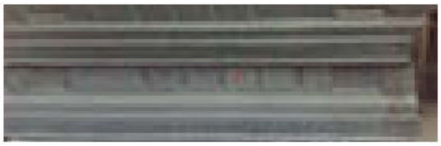
### MINI CITY

**1982, £125.** Mini City 1982, two doors and glass - boot and bonnet colour red, good condition. 3 Clock instrument cluster £75, buyer collects. Please call 02084005629, Greater London.
118182

### REPAIR KIT

**£15.** Genuine new repair kit. Please call 01909721464, East Midlands.
118199

### REAR SUBFRAME AND SILLS.



**£255.** Rear Subframe and sills were purchased new and other parts were taken from a low mileage MG 1100 car. Price negotiable. Buyer Collects. Please call 01945461159, East of England.
118200

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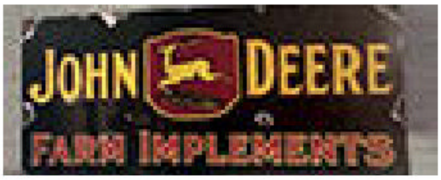
### JOHN DEERE FARM IMPLEMENTS.



**£65.** John Deere Farm Implements enamel, sign size 19 X 8 inchs. 4 Fixing holes. Post Free. Please call 07968 659967, South East.
117702

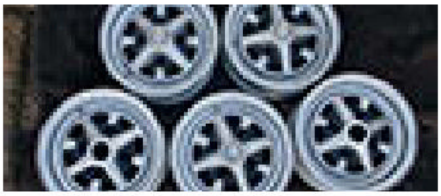
### TOOL BOXES.

**£75.** Lorry tool boxes. Priced as £75 each. Please call 07838 194714, East Midlands.
118251

### COVENTRY CLIMAX

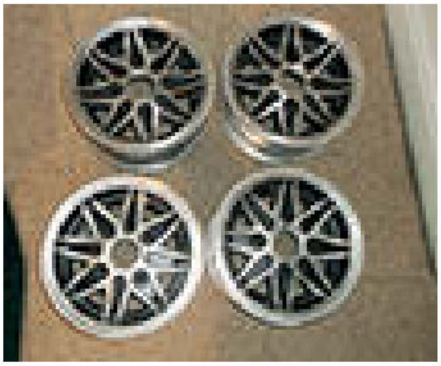
**POA.** FWB, Engine Block, Fwa/e Steel crankshaft, cylinder head, cam cover, oil pump, water pump. Please ring for more details. Please call 01132523789, Yorkshire and the Humber.
117711

### GT MINI ORIGINAL WHEELS



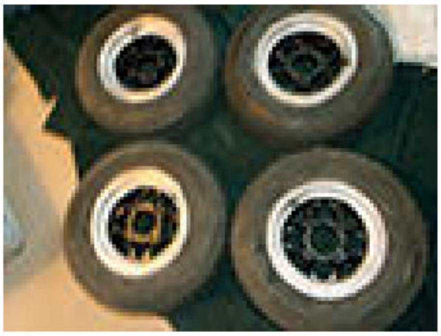
**£250.** GT Mini original wheels, 5 x 4 1/2 x 10, v. good. Please call 07979 406536, Yorkshire and the Humber.
117713

### MINI ORIGINAL COSMIC ALLOYS



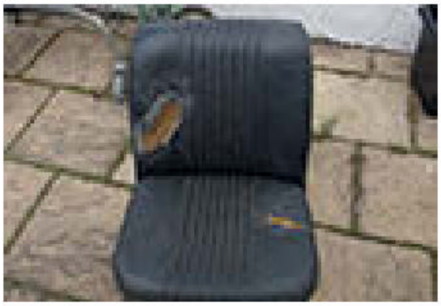
**£200.** Mini original Cosmic Alloys 4 x 5 x 10 good. Please call 07979 406536, Yorkshire and the Humber.
117714

### MINI MAMBA ALLOYS WITH TYRES



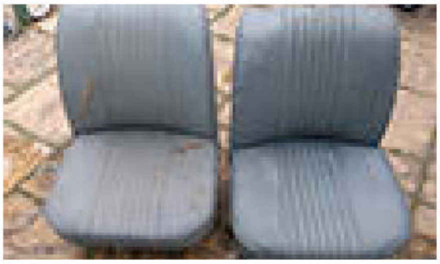
**£200.** Mini Mamba Alloys 4 x 5 x 10 with tyres. Please call 07979 406536, Yorkshire and the Humber.
117715

### AUSTIN/MORRIS SEAT.



**£20.** Austin/Morris Seat, also fit mini £20. Please call 07979 406536, Yorkshire and the Humber.
117716

### AUSTIN/MORRIS SEATS



**£60.** Austin/Morris, pair of good seats, also fit mini. Please call 07979 406536, Yorkshire and the Humber.
117717

### TRAILER FOR MOTORBIKE AND SIDECAR

**£225.** Trailer for motorbike and sidecar or Trike or small mini car very strong has mini car wheels. Please call 07863 262603, Greater London.
117720

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### BEDFORD KM TURNER 5 SPEED GEARBOX

**£200.** 5 speed gearbox with PTO hydraulic pump fitted. Model T5 C 4006. Please call 07960886111, East Midlands.
118275

### MOTORBIKE SEAT

**1980, £225.** Ducati 1980 vintage motorbike seat for 900cc gts £225 and headlamp brackets for same bike chrome £125. Please call 07863 262603, Greater London.
117724

### ARMY JEEP TRAILER

**1940, £2,250.** Army Jeep Trailer 1940s make. BP OIL came off, 1940s willy's Jeep very strong army, green lighter than land rover trailer same size wheels as land rover has BPO on wheels £2250 pounds or exchange classic bike or sidecar. Please call 07863 262603, Greater London.
117725

### CAR TROLLEY JACK

**£30.** 3 Ton. Please call 07434781697, West Midlands.
118298

### VOLKSWAGEN GENUINE ALLOY WHEELS

**£595.** Volkswagen genuine alloy wheels, set of 4, delivery mileage only. 205/65 16's. Please call 07831 329220, South East.
117731

### DUNLOP TYRES AND WHEELS

**1973, £120.** 6X Dunlop Denvo, run flats for 1275GT with hub caps, 12 inch wheels. Please call 07773427254, South East.
117760

### VANDEN PLAS - PRINCESS 1100

**Full set of front 8 rear seats, door cards, armrests, handles in champagne colour.** Dash board, instruments, switches, parcel shelf heater controls, wood door capping's rear light units, rear bumper and overrides. Please call 01909 721464, East Midlands.
117765

### ROYAL ENFIELD - 500 CC BULLET

**1989, £2,950.** Rebuild early engine, new3 HL Cam e clutch built as a bobber single seat. Rides lovely. Good all round condition. Please call 0794141504, Yorkshire and the Humber.
117766

### ROLLS ROYCE 1 /11 /111

**£80.** Head gasket and overall set new old stock still in original packaging. Please call 07922040279, Wales.
117772

### GLASS WATER BOTTLE

**1950, £100.** Tested and working. Used in Jags and Rovers. Please call 07432583904, South East.
117815

### TRAILER

**£4,000.** Tandem axle step. Frame trailer with beauer tail and ramps. 36 foot long. 3 line brakes. Please call 01460234733, South West.
117844

### MORRIS MINOR

**Morris Minor Parts.** Job lot £130 including heater, gasket set, wing Morris, 2 Dynamos, two new small panels, petrol pump, lamps, regulator ect. Please call 07484720797, South East.
117858

### 2 X FORD ANGLIA NEW/OLD STOCK

**2 X Ford Anglia lose new old stock, steel front wings.** £ 1380 each. Marina Van Parts, bumpers front grill, rear lights, wind screen. Back doors glass, £80. Please call 07910574975, East of England.
117871

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### PORSCHE 991

**2012, £220.** Porsche 991.1 Carerra 4/ 4S quad exhaust tips in excellent unblemished condition - see photos. Pls allow £20 for postage. Please call +44 782 988 1445, Channel Islands.
117697

### PORSCHE

**£500.** Set of 4 NEW Pirelli P Zero Winter Tyres. Bought for a Porsche 911.2 GT3. Less than 50 miles wear so in perfect condition x2 Rear tyres - 305/30 R20 Y (103)x2 Front tyres - 245/35 R20 Y (91)Location - Northwich, Cheshire.Please call 07973838826, North West.
117777

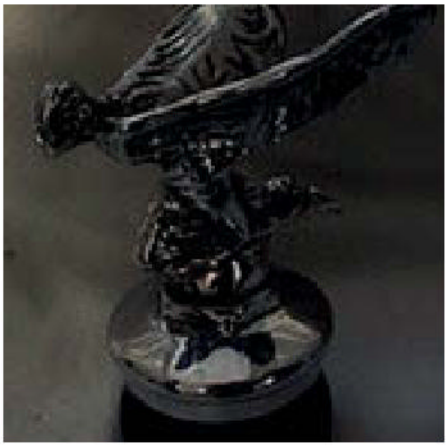
### RILEY WOLSEY 1500

**POA.** Doors, bootlid and seats for the vehicle. Please call 01248421466, Wales.
118080

### ROLLS-ROYCE CLOUD/BENTLEY S1/S2/ S3

**£38.** Door capping for restoration. Please call 07803502821, East of England.
117809

### ROLLS-ROYCE ORIGINAL SILVER WRAITH MASCOT



**£350.** Correct markings under wings fitted to cap. Please call 07968 659967, South East.
117818

### ROVER ROVER 75

**1999, £320.** 4x Alloy Wheels with tyres . This is a used item, but in excellent condition. Because of the weight etc.: Buyer must collect. Please call 01793524798, South West.
118198

### TOYOTA TOYOTA RAV4 ROOF BARS

**£30.** 2012-2017 model, instruction book for fitting. Please call 07970 732682, South West.
118170

### VAUXHALL ASTRA MK2

**£15.** VAUXHALL ASTRA MK2 OFFSIDE DRIVERS ORANGE INDICATOR. Condition is good. Some age related marks due to age (small chip in top left corner), comes with bulb holder. Aftermarket part. £15 posted Payment Via Paypal.Please text/call 07532617959. Please call 07532617959, South East.
117800

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# FAITH RESTORED

After reporting the hassles of re-entering the world of bangernomics a couple of issues ago, Paul Guinness has some positive news.

I'm not exactly hooked on social media. I can count the number of times I've visited Twitter or Instagram on the fingers of one hand (minus the thumb), and am completely ignorant of the ways of TikTok. I have, however, had a Facebook account for the last 12 years, using it to occasionally post work-related stuff but mainly to keep up to date with what the classic car world is up to. And in the last few weeks it's proved particularly useful.

I'll start on a negative. My last Tailgate focused on the frustrations of re-entering the world of bangernomics, following a change of job and the loss of my company car. Old cars that used to be cheap and cheerful suddenly seem downright expensive (by my standards), with the kind of machinery that could once be picked up for £800-£1200 suddenly being priced at around £2000. For someone who has regularly bought cheap old cars to get me through many a winter, it was a depressing state of affairs.

Facebook didn't (initially) help either, because most of the winter hacks I've owned tended to get moved on by the following spring. And with Facebook Memories working the way it does, I've recently been inundated with old posts of mine reminding me of cars I've bought and sold for what seem like stupidly small sums now.

This Peugeot 306 is Paul's triumphant return to the world of bangernomics.

Then, however, Facebook came up trumps. A fellow motoring journalist posted that he had a Peugeot 306 1.8 Meridian Estate for sale, offered at a mates' rate of £900. I've always had a penchant for estates, and still miss the VW Passat B5 wagon that I ran up until March last year. I've also always had a thing for Peugeot 306s, admiring their impressive compromise between handling and ride quality. I immediately messaged my Facebook pal, told him I'd have it, and sent a deposit his way within minutes. It must have been one of the quickest car sales he's ever had.

A two-hour train ride a few days later saw me collecting the Peugeot from Cambridgeshire and driving it back to Brighton, a trip that proved fun and trouble-free. The car was exactly as described: a rust-free 83,000-mile example benefiting from a new cambelt and water pump. The silencer was blowing (which I'd been told about), so to save future hassle I had most of the exhaust system replaced a few days later. But the whole thing still stands me in at only £1100 or so – which for a well-preserved estate with an impressive history and just one owner up until a few months ago, seems almost bargain-like by today's standards. My faith in the world of bangernomics has seemingly been restored... and not before time. **CCM**

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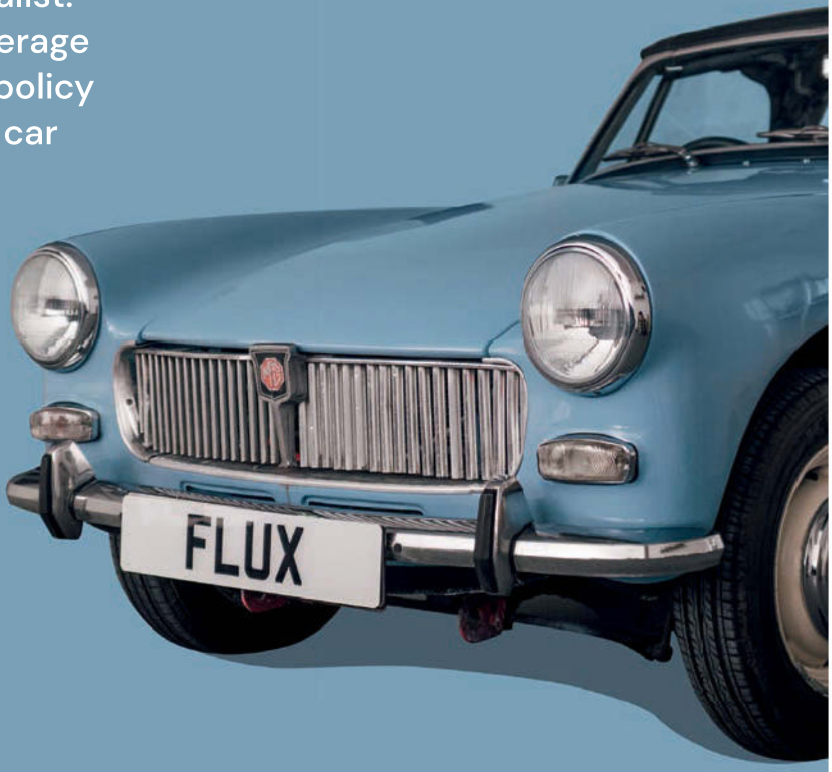

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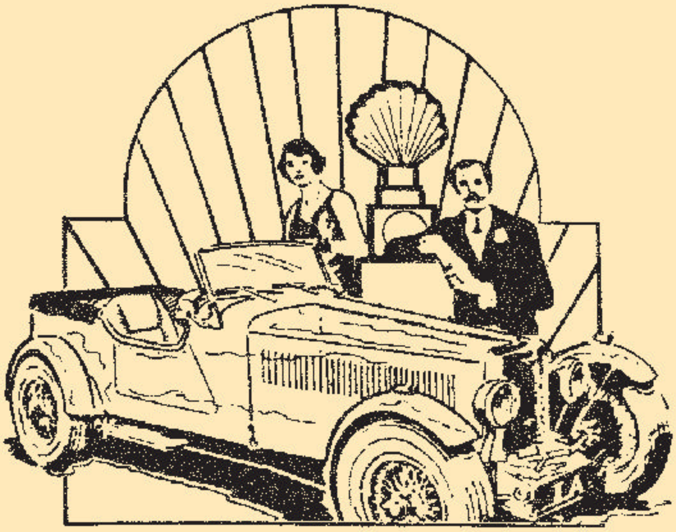

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